



WALKER
PARKING CONSULTANTS

DOWNTOWN PARKING STUDY

**CORAZON DE
TRINIDAD**
TRINIDAD, CO

Prepared for:
City of Trinidad

December 2, 2009





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December 2, 2009

Mary Holton, AICP
Planning Director
City of Trinidad
135 N. Animas Street
Trinidad, Colorado 81082

Re: *Downtown Parking Study*
Corazon de Trinidad

Dear Ms Holton:

Walker Parking Consultants is pleased to present the following *Downtown Parking Study* for the historic Corazon de Trinidad. This document contains our analysis of the downtown parking system, taking into account current conditions and projected future development.

We have enjoyed the opportunity to work with you on this project and hope you will find our report to be a useful planning tool. Feel free to contact me with any questions.

Sincerely,

WALKER PARKING CONSULTANTS

A handwritten signature in black ink, appearing to read "J. Simpson".

Jeremiah J. Simpson
Parking Consultant

Enclosure



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DOWNTOWN PARKING
STUDY

CORAZON DE TRINIDAD

TRINIDAD, CO

Prepared for:
CITY OF TRINIDAD

PROJECT # 32-7230.00

DECEMBER 2, 2009



DECEMBER 2, 2009

PROJECT # 23-7230

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EXECUTIVE SUMMARY

Over the next five to ten years, the City of Trinidad is planning for increased new development and redevelopment within its historic downtown district, called the Corazon de Trinidad. To help address future parking needs within the downtown, the City hired Walker Parking Consultants to complete a comprehensive downtown parking analysis. The purpose of this study was to evaluate existing parking conditions, project possible future needs, review parking management strategies, and recommend short- and long-term improvements to the City's public parking system.

Findings for the various objectives are summarized below. We encourage you to read the rest of this report which contains additional details on our analysis and recommendations.

Existing Conditions

Public and private parking supplies within the downtown are currently sufficient to accommodate all of the local parking demand. The overall peak hour utilization for this study was only 34% (observed on Friday, July 10). Public parking supplies showed a higher utilization with 52% peak occupancies for the public lots and 40% peak occupancies for the time limited on street parking (primarily along Main Street). With some parking management changes, Walker concludes that the parking system is adequate to address the needs of existing businesses and residences. Several areas of localized shortages – such as around the Courthouse, and some block faces along Main and First – could be improved through more consistent enforcement of time limits and by restriping selected lots or on street spaces.

Projected Future Conditions

Several possible redevelopment projects were evaluated on a 1-5 and 5-10 year planning horizon. These projects included possible improvements to the Schneider Brewery Building, the Franch Building, 219 N. Commercial St., the proposed Colorado Repertory Theater project, and several other sites. In total, Walker projected a net impact on the parking system of just over 500 parking spaces within five years and just over 1,000 parking spaces within ten years, assuming eventual build-out of all the projected sites. The Colorado Repertory Theater project is expected to add an additional demand for up to 80 stalls for evening usage with a 250-person event.



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Though these impacts are significant, the added demand can technically be addressed by utilizing existing public and private parking supplies without the addition of any additional structured parking. A garage is not recommended by Walker at this time to address the projected need. Smaller surface lot improvements are however, recommended over the mid-term.

Parking Management Discussion

To address improvements to the public parking system, Walker discussed several possible solutions for the downtown including instituting pay parking, expanding time-limited parking, creating a Business Assessment or Business Improvement District, and starting an in-lieu fee or parking credit program for redevelopment. Revisions to the City's code requirements for minimum parking standards were also discussed.

It was concluded from this discussion that a minimum parking requirement of 1.0 space per unit should be instituted for all downtown residential conversions. Walker also recommended that the City consider instituting an in-lieu fee program for redevelopments that represent a substantial change in use or an intensification of parking demand.

Recommendations

Other recommended changes and improvements to the parking system are discussed in this report starting on Page 27. The items recommended include the following:

- A. The City should consider revising their on-street parking policies and hiring/assigning staff for full-time parking enforcement.
- B. Improvements to existing parking facilities should be a priority over developing new resources.
- C. Agreements to develop private property as public parking should be considered as an interim solution.
- D. At this time, Walker does not recommend Residential Permit Zones.
- E. The City should adopt more consistent standards in regards to signage for downtown public parking.



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In May of 2009, Walker Parking Consultants ("Walker") was hired by the City of Trinidad to conduct a parking needs study focusing on the downtown parking system. Part 1 of the study included a kick-off meeting, written stakeholder surveys, and a series of public workshops to identify local parking issues. For Part 2 of the study, Walker conducted a series of comprehensive parking inventory, occupancy, and duration surveys within the study area to assess the existing parking conditions. The final part of the analysis was to assess potential future parking needs within the downtown and make recommendations to best address these needs.

This report summarizes our methodology and findings, and also includes recommendations on future parking resources, parking management strategies, and possible revisions to the City's existing parking ordinances.

PROJECT UNDERSTANDING

Over the past several years, the City of Trinidad, Colorado has experienced some redevelopment within their downtown historic district, referred to as the "Corazon de Trinidad." Several public and private projects are anticipated over the next few years, which will potentially impact the availability of downtown parking. Also, overall economic recovery within the downtown could have an impact on the amount of customer and visitor parking demand.

Many of the possible projects are outlined in the City's 2008 Comprehensive Plan. Specific items include the realignment of several downtown streets and intersections (which would open up new areas for commercial development), construction of a new Amtrak station adjacent to I-25, private redevelopment of the Schneider Brewery complex, two hotel projects, and other possible mixed-use developments.

Currently, the City's zoning ordinance requires that new parking spaces be added with the construction of any new buildings. However, at this time, no additional parking spaces are required for the redevelopment or reuse of existing downtown buildings, or for conversions, which have been proposed for some sites to add residential units to existing commercial buildings.

INTRODUCTION



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Based on the code, and the historic character of the Corazon de Trinidad, much of the demand for visitor and employee parking is currently being met through public on-street parking spaces and a handful of public off-street surface lots. As additional redevelopment occurs, it is expected that the demand for public parking will also increase.

Another factor that may impact future parking demand would be a potential economic recovery. For the past several years, the downtown retail/commercial district has been somewhat hampered by the overall national recession, several construction projects along I-25 (that have made access to the central business district more difficult), and a slowdown in the local coal and methane gas extraction industries. Improvements in any of these factors could lead to recovery for the downtown businesses, and potentially increase the demand for downtown parking spaces.

As of the early 1980's the City removed its downtown parking meters; meanwhile other off-street public parking facilities are free of charge. If additional public parking is needed for the downtown, the City will need to identify possible costs and funding sources. Several policy-related solutions have been discussed with City planners, including a parking fee-in-lieu program, formation of a parking authority, and the possible use of a residential permit program (to protect downtown adjacent neighborhoods). The final section of this report will discuss possible parking policy options in more detail.

The study area for this project includes a 0.25 square mile section of the downtown, and is shown in Figure 1 on the next page. Approximately 2,500 parking spaces are included within this boundary representing roughly 400,000 sf of land area devoted to parking spaces.

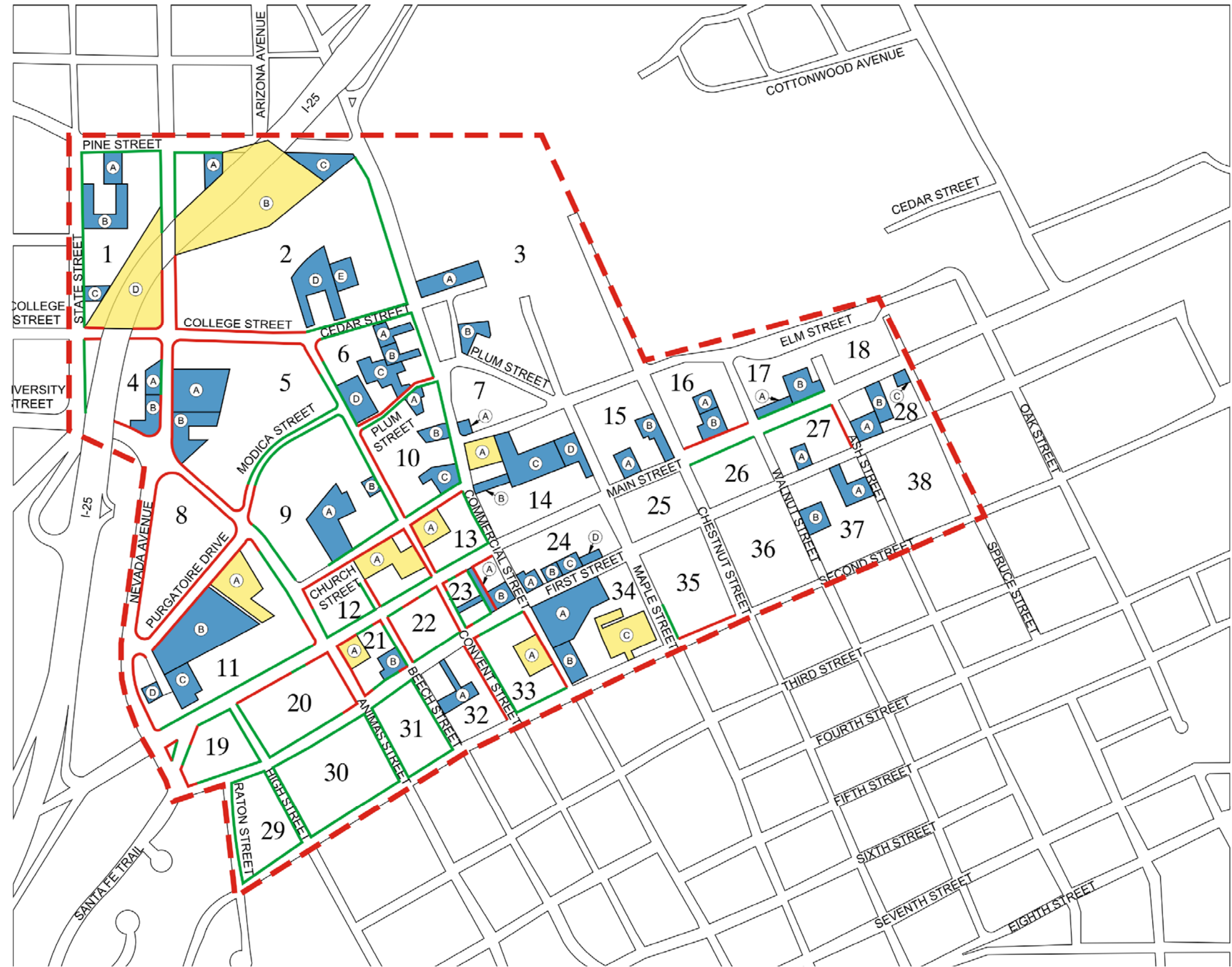








Figure 1: Downtown Trinidad
Study Area

LEGEND:

LEGEND	
	Study Area Boundary
	City Maintained Parking Lots
	Private Parking Lots
A	Lot ID Number
1	Block Designator
	Curb Side Parking
	Curb Side No Parking





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Walker conducted an extensive survey of the current parking inventory and parking occupancy counts on July 10 and July 11, 2009. License Plate Inventory (LPI) data was also collected during these surveys to assess length of stay for several sample lots and blocks.

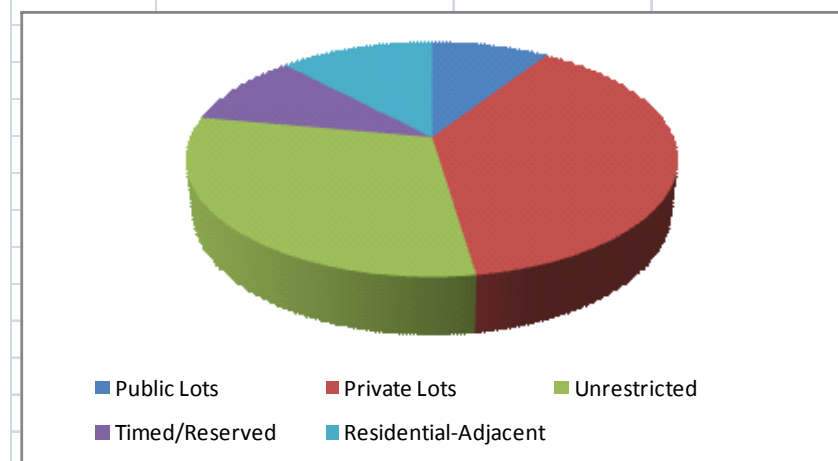
EXISTING PARKING SUPPLY AND DEMAND

EXISTING PARKING INVENTORY

The parking inventory in downtown Trinidad consists of a mix of public on-street parking and public and private off-street parking lots. The figure on the previous page shows downtown Trinidad and the locations of the various parking lots. A summary inventory of public and private parking is given in Table 1. Additional details and limitations are provided in Appendix B. (Appendix A contains discussion items from the two Public Parking Workshops that were hosted by Walker for downtown stakeholders and local residents.)

Table 1: Corazon De Trinidad Parking Inventory

Inventory Type		Inventory	Fraction of Total Supply
Off-Street	Public Lots	228	9.2%
	Private Lots	947	38.4%
On-Street	Unrestricted	746	30.2%
	Timed/Reserved	247	10.0%
	Residential-Adjacent	300	12.2%
Total:		2,468	



Source: Walker Parking Consultants, 2009; (see Appendix B for additional details)



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As with many small cities, most of the private off-street parking lots in Trinidad are open for general use (i.e., un-gated) and are enforced through use of posted signage or not at all. It is Walker's general assumption, however, that private off-street parking lots are primarily intended to support specific businesses, groups of businesses, or residences only and are therefore, not typically available for unrestricted "public" use. Public lots and on-street spaces, on the other hand, are generally available for any downtown visitors. No specific time limitations were observed for any of the off-street parking lots.

Parking spaces for single-family residences were not counted as part of the Walker parking inventory, with the exception of on-street parking along several of the residential block faces within the study area. For block faces that are judged to be primarily residential (over 50%), the on-street inventory has been broken out and listed as "residential-adjacent." Please see Appendix B for a more detailed break-down.

On-street parking consists of a mix of 2-hour parking, unrestricted parking, and a small number of reserved and ADA spaces. Parking along Main Street and Commercial Street is primarily restricted to 2-hours. The small amount of on-street reserved parking is primarily located near the courthouse, which is bounded by First Street, Second Street, Maple Street, and Chestnut Street.

Within the downtown area, Walker recorded a total of roughly 2,468 spaces. There are approximately 1,175 off-street spaces, 228 of which are public parking and 947 of which are private. There are roughly 1,293 on-street parking spaces - 1,046 of which carry no time limit (though 300 of those are adjacent to residential areas). There are 247 two-hour spaces, a few of which are adjacent to the courthouse and reserved for city vehicles.

Roughly 1/3 of the private parking lots within the downtown are unstriped or unpaved. For these parking lots, the total inventory of parking was estimated.

EXISTING PARKING DEMAND

Parking occupancy counts were performed by Walker staff on Friday, July 10 and Saturday, July 11, 2009. Counts were completed every two hours beginning at 10:00 AM and ending at 6:00 PM.

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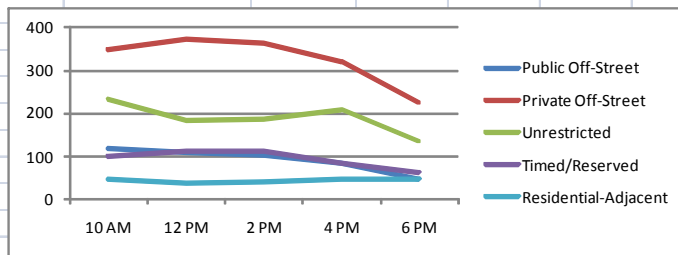
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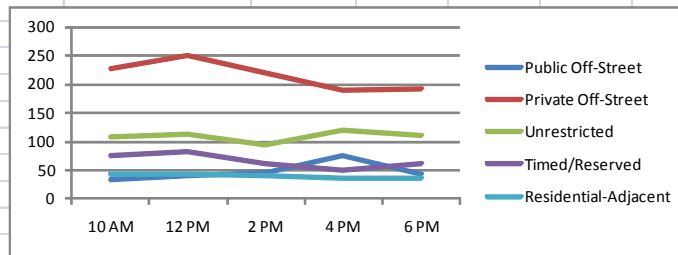
Table 2 below shows the parking occupancy for Friday and Saturday. The overall peak parking demand was observed at 10:00 AM on Friday, July 10 with 849 occupied spaces. The peak parking demand on Saturday, July 11 was 530 spaces at 12:00 PM. The overall peak demand for 849 spaces is approximately 34% of the total downtown parking supply.

Table 2: Corazon de Trinidad Parking Occupancy

Friday, July 10		Inventory	10 AM	12 PM	2 PM	4 PM	6 PM
Public Off-Street		228	119	110	102	83	48
Private Off-Street		947	349	374	364	321	225
On-Street	Unrestricted	746	234	185	188	207	134
	Timed/Reserved	247	100	111	112	85	62
	Residential-Adjacent	300	47	37	42	46	47
		2,468	849	817	808	742	516



Saturday, July 11		Inventory	10 AM	12 PM	2 PM	4 PM	6 PM
Public Off-Street		228	34	41	46	75	44
Private Off-Street		947	227	250	220	190	192
On-Street	Unrestricted	746	108	112	95	120	111
	Timed/Reserved	247	75	83	61	51	61
	Residential-Adjacent	300	42	44	40	37	37
		2,468	486	530	462	473	445



Source: Walker Parking Consultants, 2009

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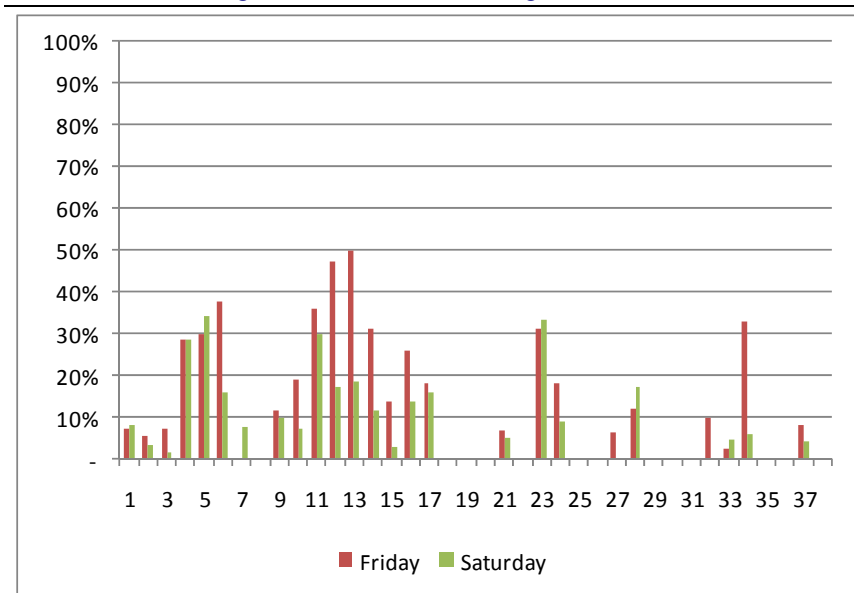
UTILIZATION OF PARKING SUPPLY

Figure 2 below shows the off-street utilization of parking spaces on a block-by-block basis at the peak hours on Friday and Saturday. Figure 3 shows the on-street parking utilization. Neither on-street nor off-street parking was fully utilized (to the effective supply) during the weekday or the weekend peak hour. On-street parking near the courthouse (Block 35) nearly reaches full utilization on the weekday, suggesting that during periods of heightened demand, parking may be constrained for this area and other small portions of the downtown.

In addition to the courthouse, other areas where localized shortages were observed included Block 17 and Block 27 near the car dealership, and in the evenings, on- and around Block 19 due to evening bar traffic.

Several other parking issues were noted at selected times and on certain blocks. These are documented in Appendix B.

Figure 2: Off-Street Parking Utilization

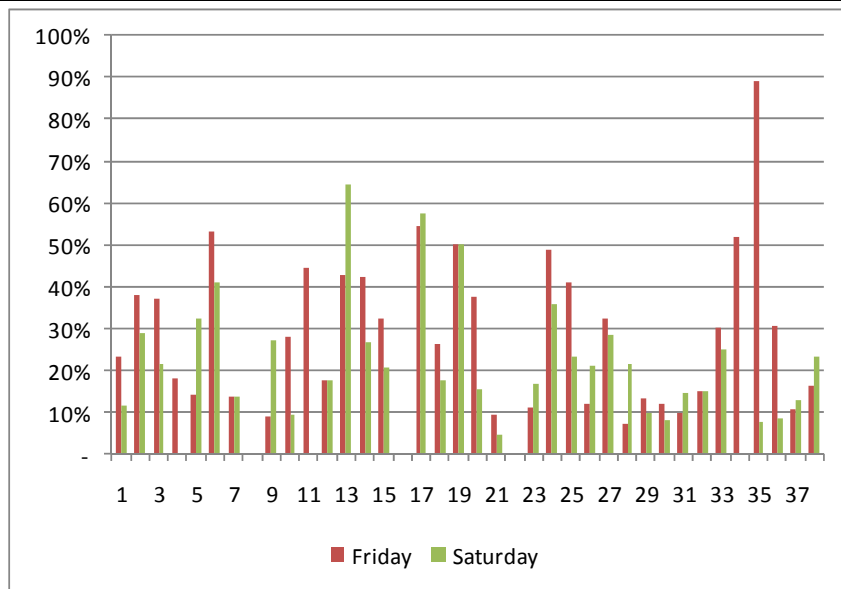


Source: Walker Parking Consultants, 2009

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Figure 3: On-Street Parking Utilization



Source: Walker Parking Consultants, 2009

EFFECTIVE SUPPLY

When discussing the utilization of a parking system, it is important to consider the concept of “effective supply”. Effective supply is defined as the maximum number of parking spaces that can realistically be used within a given system, while still maintaining adequate circulation.

The primary function of an effective supply cushion (the difference between the effective supply and the total inventory) is to decrease traffic congestion by minimizing the amount of time visitors must spend looking for an empty space. This cushion also helps to protect against the loss of spaces resulting from temporary disturbances such as construction, misparked cars, broken glass, snow removal, etc.

For on-street parking, Walker generally recommends an effective supply equal to 85% of the total capacity. The 15% difference allows a sizable cushion of spaces so that traffic does not back up on surface streets (such as the through traffic on Main Street).

Off-street parking typically requires less of a cushion – generally 90% to 95% of the full supply, depending on the type of facility and the anticipated user group. Smaller cushions are needed for long-term parkers such as employees and residents, since these groups tend to



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be more familiar with the system and their spaces are not subject to frequent turnover.

For the off-street facilities in downtown Trinidad, Walker anticipates that much of the traffic will be generated by visitors, and therefore an effective supply of 90% of the total capacity is recommended for surface lots. (Please note that for the purposes of this report, a "visitor" is defined as any transient parker, including retail/restaurant customers, tourists, etc.)

Since the effective supply concept is a critical element to the dynamics of downtown traffic, Walker evaluates the total parking system based on maximum effective occupancy rates of 85% for on-street and 90% for off-street, rather than 100%. A weighted average of those effective supplies in the Trinidad parking system is roughly 87% of the total supply.

EFFECTIVE SUPPLY CONCLUSIONS

Figures 4 and 5 on the next page illustrate the hourly demand observed on Friday, July 10 and Saturday, July 11 as compared to the total downtown effective supply. The overall analysis indicates that the existing downtown parking system in Trinidad is not currently impacted other than in a few localized locations and times. The maximum overall utilization was only 34% for the entire system. The individual utilization by inventory type is shown below. Recall that Walker's recommended effective supply maximum is 90% for off-street and 85% for on-street.

Table 3: Parking Occupancy Percentages by Type

Type	Inventory	Friday, July 10 Occupancy % of Inv		Saturday, July 11 Occupancy % of Inv	
Off-Street					
Public	228	119	52%	41	18%
Private	947	349	37%	250	26%
On-Street					
Unrestricted	746	234	31%	110	15%
Timed/Reserved	247	100	40%	78	32%
Residential-Adjacent	300	47	16%	44	15%
Totals	2,468	849	34%	523	21%

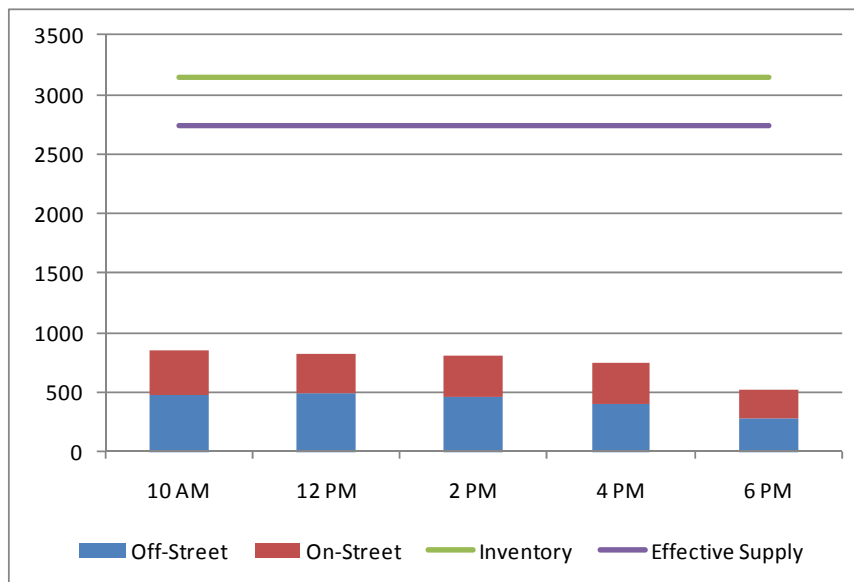
Source: Walker Parking Consultants, 2009



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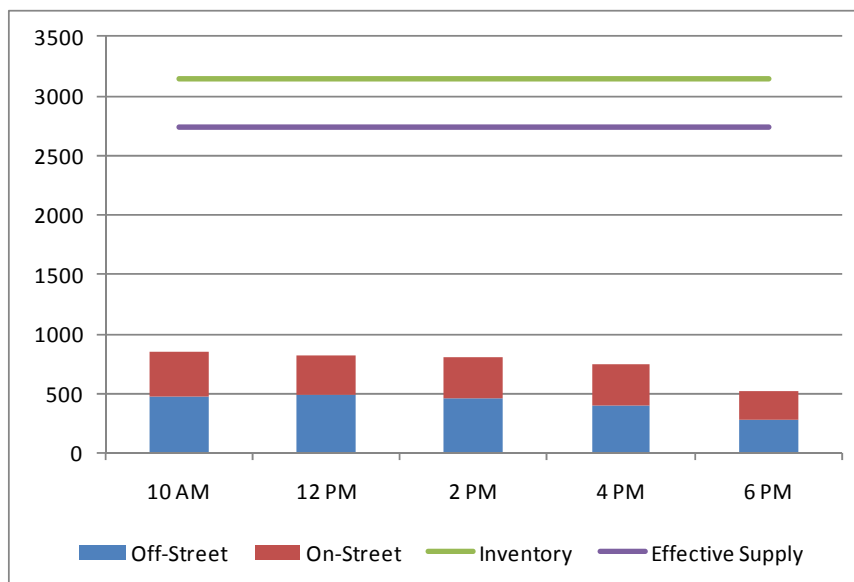
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Figure 4: Friday, July 10 Effective Parking Supply



Source: Walker Parking Consultants, 2009

Figure 5: Saturday, July 11 Effective Parking Supply



Source: Walker Parking Consultants, 2009

This conclusion indicates that the downtown system can support some increase in the total downtown parking demand before impacting the system at large.



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It should be noted that some parking facilities demonstrated higher starting utilization rates than the overall average. Therefore, the actual availability of specific parking resources will vary depending on location, level of convenience, and restrictions (time limits, tenant parking only, etc.). From an overall perspective however, most locations should have some parking available within a short walking distance. This is assuming that visitors generally can find the available spaces – an issue that will be discussed under the section on parking management.

The following section provides a more detailed look at parking utilization for the handful of blocks that did show possible parking shortages.

UTILIZATION OF SPECIFIC PARKING SUPPLIES

At the peak hours on Friday, certain blocks were more heavily utilized than the total occupancies observed for the downtown area as a whole. Figure 6 shows a block-by-block breakdown for the baseline occupancies. The most heavily used block (block 35) exceeded the effective capacity of 87% at peak conditions.

Block 35 is the courthouse building, and has only a total capacity of 57 on-street spaces, all of which are directly adjacent to the courthouse. Clearly, parking is constrained in the vicinity of the courthouse, and may be more impacted during periods of heightened activity.

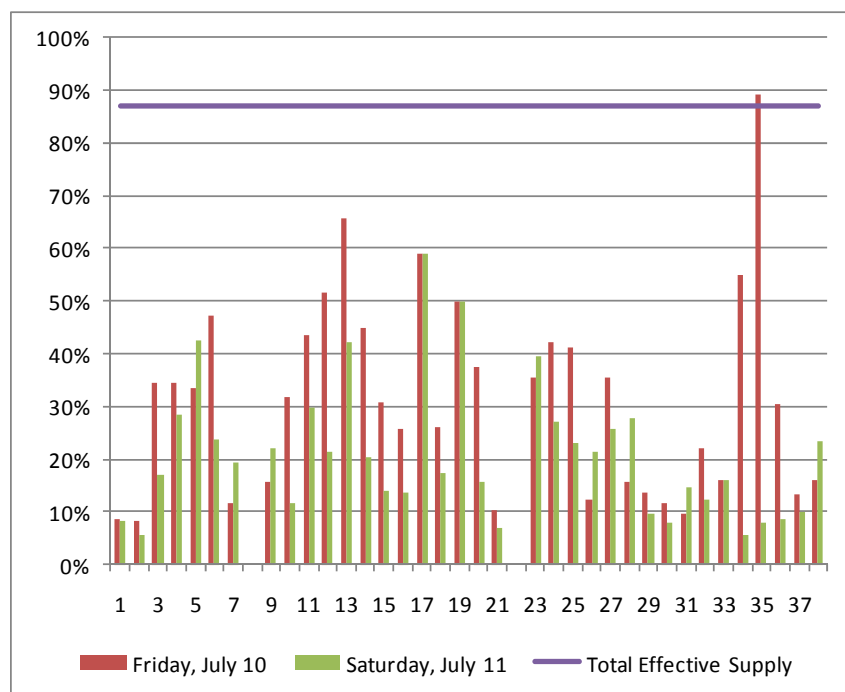
Additional parking management measures may be needed to address peak day courthouse usage for parking for this section of the downtown.



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Figure 6: Block-by-Block Utilization of Parking Resources



Source: Walker Parking Consultants, 2009



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FUTURE DEVELOPMENTS

City staff supplied Walker with information about future development in the Corazon de Trinidad. Some of the potential developments were speculative, and provided only general information about possible future use. We have assumed that the majority of the buildings that may, in the future, be available for tenancy will be used as commercial space, except where specific information suggests some other use, such as for residences. We have assumed that 10% of the commercial space will be restaurants. The available data consisted solely of vacant buildings, or portions of buildings that may be redeveloped or re-tenanted.

While many of the proposed developments were speculative, there were some for which development seems more likely and are of significant size:

- Schneider Brewery – The Schneider Brewery, located at 236 N. Convent Street consists of approximately 60,000 square feet. Recent development plans suggested that the brewery may be redeveloped into 22 new shops and businesses and 24 new dwelling units. Walker has assumed that one half of the building will be dedicated to residential, and the remainder to commercial use.
- Franch Building – The Franch Building, located at 200 - 210 W. Main Street was recently damaged in a fire. The 16,000 sf two-story building previously consisted of a mix of residential and commercial use. As of October 2009, the application for redevelopment was still being reviewed and discussed by the City. For this analysis, Walker has assumed that future development there will be similar to its previous use.
- 219 N. Commercial St – The 22,850 building is located adjacent to the Schneider Brewery and is also slated for redevelopment. The owner has stated a preference for live/work space, but was receptive to the suggestion by the City to create destination (commercial) space here.

In projecting the future land use, and the subsequent parking demand, it's unlikely that all existing space will be developed in a short timeline. As such, we have split the development and assumed that approximately 50% will be built within 5 years, and the remainder will

FUTURE DEVELOPMENT AND PARKING DEMAND



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be built within 10. A summary of the potential land uses is provided in Appendix C.

Table 4: Summary of Potential Future Development

Horizon	Commercial General (1,000 sf)	Restaurant (1,000 sf)	Residential (units)
Year 1-5	128.6	14.3	50
Year 6-10	128.6	14.3	50

Source: Walker Parking Consultants, 2009

LIMITING FACTORS

It is important to note that projections of future development are rarely precise. In many instances, a specific project will change significantly throughout the planning process.

If for any reason there are changes to the square footages or land-use projections, future parking demand may also be affected. The addition of new parking facilities or the destruction of existing supplies will have an impact on the parking sufficiency.

SHARED PARKING MODEL OVERVIEW

For downtown development, Walker uses a ULI-style model for calculating shared-use parking demand. Our methodology takes into account the number of cars generated by various land-use components and user groups within a mixed-use development area at different times of the day.

To calibrate our model to local conditions Walker takes into consideration several adjustments such as mode split (i.e., the percentage of patrons who drive as opposed to those who may utilize mass transit or other alternative forms of transportation), and non-captive ratio (i.e., the rate at which one "captive" user group such as residents or office employees generate demand for local business without generating additional parking needs). Walker updates our model periodically with our own internal research on unique or newer trends and land uses.



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BASE PARKING RATIOS

For the scenarios listed on Table 4, Walker has applied the base ratios from our shared parking model. Note that since the build-out data is very preliminary, the most basic general ratios for each land use type have been applied. These ratios tend to be conservative and based on national averages for either peak or design day parking needs; therefore, the parking projections in this report should allow City planners some flexibility in attracting a range of quality tenants to the Corazon de Trinidad. The following is a general discussion on each of the ratios used for our buildout model:

- **Community Retail (general):** This ratio is applied to medium-size mixed-use retail centers (excluding major big box stores, warehouse retailers, etc.) and general retail areas such as a downtown central business district. Community retail centers can include other land use types such as service retail, smaller cafés, coffee shops, and restaurants. However, industry research indicates that the overall peak parking demand for shopping centers and shopping districts generally averages out to a ratio of roughly 3.60/1,000 sf on weekdays and 4.00/1,000 sf on weekends.
- **Fine/Casual Dining:** Walker's peak ratio for restaurants is 18.0/1,000 sf on weekday evenings and 20.0/1,000 sf on weekends. These ratios are applied for the specific restaurant demand listed on the build-out. Walker's ratio is geared more toward evening sit-down style restaurants which may also contain some sort of bar or entertainment space. Generally, daytime demand for the new restaurants will be mostly captive from nearby businesses, offices, and residents, although Trinidad generally receives a significant tourist population during the summer. This adjustment has been made to the model so that the projections show the restaurant space as generating a smaller amount of weekday daytime demand compared to the evening dinner-time peak.
- **Residential:** Recent Walker and ULI research indicates that multi-family residential units generate an average peak presence of roughly 1.7 resident cars per unit and 0.15 visitor cars per unit (slightly lower ratios are used for rental units at 1.5 resident and 0.15 visitor). Some shared parking opportunity may be available with residential development since residential spaces are typically less occupied during



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weekday mid-day peak hours. However, the trend in many newer residential projects is to provide spaces on a reserved basis rather than shared-use. Often, developers will require up to 2.0 spaces or more of reserved parking per unit in order to market the units to potential buyers. For our analysis, we assume that residential development within Corazon de Trinidad will be a mix of rental and for sale units and will require an average of 1.5 on-site reserved spaces per unit. Reserved spaces would be provided on site within the various developments but the remainder of the demand (both additional resident cars and visitors) would impact the public parking system and would utilize on-street parking.

ADJUSTMENTS

In addition to the base ratios, adjustments have been considered for the various land use types listed on Table 4. Table 5 below provides a breakdown of the adjustments used in our model.

Table 5: Transit and Non-Captive Adjustments

Land Use	Weekday		Weekend	
	Daytime	Evening	Daytime	Evening
Community Retail	75%	75%	75%	75%
Employee	100%	100%	100%	100%
Fine/Casual Dining	50%	50%	50%	50%
Residential Guest	100%	100%	100%	100%
Residential Reserved	100%	100%	100%	100%
Residential Shared, Rental	100%	100%	100%	100%
Residential Shared, Owned	100%	100%	100%	100%

Source: Walker Parking Consultants, 2009.

The following paragraphs discuss the basis for the non-captive adjustments indicated on the table:

- **Mode Split:** The only transit available in Trinidad has been for special events, such as the Trinidadian Jazz festival. Even this transit is used largely for transporting event-goers from parking to their destination. No adjustment is made to the mode split.
- **Non-Captive:** Based on the build-out provided, the City of Trinidad is anticipating somewhere between 50 and 100 new residential units added to the Corazon de Trinidad over the next ten years. Assuming an average occupancy of 1.5 per



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household, this housing development should add about 150 more people to the downtown core. A 25% adjustment on the retail space is reasonable assuming that some of the new development will be service-type retail and will generate walk-in rather than "destination" traffic. The existing employee and residential populations within the downtown will also generate some "captive" patronage for potential future uses.

An additional adjustment of 50% was made to the restaurant space to reflect the assumption that much of the lunch hour traffic for these uses will be generated by local businesses, offices, and residents. Again, "destination" traffic for the restaurants is expected to be minimal on weekday daytimes with much heavier use in the evenings.

PROJECTED (BUILD-OUT) PARKING DEMAND

Tables 6–9 on the following pages show the total parking demand generated at various times of day for the build-out scenarios listed on Table 3. Note that the model incorporates the base ratios and adjustments discussed on the previous pages.

The total parking demand indicated on the various tables has been adjusted to reflect the impact on the public system by backing out the number of residential reserved stalls; we assume that these spaces would be provided on site as part of the individual residential projects.¹ The cells highlighted in yellow indicate the peak amount of overall non-residential parking demand generated by the proposed new developments.

Note that the parking models presented here are strictly hypothetical as they related directly to the potential new development and redevelopment projects listed in Appendix C. It is probable that the specifics of these projects will be revised several times before the actual development is completed.

For this reason, the parking demand totals listed here are not allocated to specific blocks within the downtown, but instead represent a possible, order of magnitude, increase in overall downtown demand. For now, we have represented that 100% of the non-residential

¹ Though the City does not currently require any spaces for residential conversions, we assume that many developers may need to provide them anyway in order to sell or lease the units. Policy changes are also being considered by the City.



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parking demand will be "public". Of course, many of the private projects will likely opt to (or be required to) provide some additional parking resources for each new site.

Table 6: 5 Year Buildout - Weekday Parking Demand

Land Use	10 AM	12 PM	2 PM	4 PM	6 PM
Community Retail	154	252	280	266	224
Employee	77	90	90	90	86
Fine/Casual Dining	16	82	71	55	104
Employee	35	35	35	29	39
Residential Guest	2	2	2	2	5
Residential Reserved	75	75	75	75	75
Residential Shared, Rental	0	0	0	0	0
Residential Shared, Owned	4	3	4	4	5
Customer/Guest	172	336	353	323	333
Employee/Resident	116	128	129	123	130
Reserved	75	75	75	75	75
Total Demand	363	539	557	521	538
Impact on Public Parking	288	464	482	446	463

Source: Walker Parking Consultants, 2009

Table 7: 5 Year Buildout - Weekend Parking Demand

Land Use	10 AM	12 PM	2 PM	4 PM	6 PM
Community Retail	185	263	309	294	247
Employee	88	103	103	103	88
Fine/Casual Dining	0	61	55	55	109
Employee	32	32	32	32	43
Residential Guest	2	2	2	2	5
Residential Reserved	75	75	75	75	75
Residential Shared, Rental	0	0	0	0	0
Residential Shared, Owned	4	3	4	4	5
Customer/Guest	187	326	366	351	361
Employee/Resident	124	138	139	139	136
Reserved	75	75	75	75	75
Total Demand	386	539	580	565	572
Impact on Public Parking	311	464	505	490	497

Source: Walker Parking Consultants, 2009



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Table 8: 10 Year Buildout Weekday Parking Demand

Land Use	10 AM	12 PM	2 PM	4 PM	6 PM
Community Retail	308	504	560	532	448
Employee	153	180	180	180	171
Fine/Casual Dining	33	164	142	109	207
Employee	71	71	71	59	79
Residential Guest	3	3	3	3	9
Residential Reserved	150	150	150	150	150
Residential Shared, Rental	0	0	0	0	0
Residential Shared, Owned	8	7	7	8	9
Customer/Guest	344	671	705	644	664
Employee/Resident	232	258	258	247	259
Reserved	150	150	150	150	150
Total Demand	726	1079	1113	1041	1073
Impact on Public Parking	576	929	963	891	923

Source: Walker Parking Consultants, 2009

Table 9: 10 Year Buildout Weekend Parking Demand

Land Use	10 AM	12 PM	2 PM	4 PM	6 PM
Community Retail	370	525	617	586	494
Employee	175	206	206	206	175
Fine/Casual Dining	0	122	109	109	219
Employee	65	65	65	65	86
Residential Guest	3	3	3	3	9
Residential Reserved	150	150	150	150	150
Residential Shared, Rental	0	0	0	0	0
Residential Shared, Owned	8	7	7	8	9
Customer/Guest	373	650	729	698	722
Employee/Resident	248	278	278	279	270
Reserved	150	150	150	150	150
Total Demand	771	1078	1157	1127	1142
Impact on Public Parking	621	928	1007	977	992

Source: Walker Parking Consultants, 2009

The parking demand presented above explains only the new parking demand expected from future developments. Tables 10 and 11 on the following pages show the projected new demand combined with the existing parking demand as determined by Walker's baseline occupancy counts.



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Table 10: Future Total Weekday Parking Demand

	10 AM	12 PM	2 PM	4 PM	6 PM
Baseline	849	817	808	742	516
Demand - 5 Yr Buildout ¹	288	464	482	446	463
Total 5 Year Demand	1,137	1,281	1,290	1,188	979
Demand - 10 Yr Buildout ¹	576	929	963	891	923
Total 10 Year Demand	1,425	1,746	1,771	1,633	1,439
Effective Supply	2740	2740	2740	2740	2740
Future Demand as % Supply	52%	64%	65%	60%	53%
Projected Surplus	1315	994	969	1107	1301
1. Does not include Residential reserved spaces.					

Source: Walker Parking Consultants

Table 11: Future Total Weekend Parking Demand

	10 AM	12 PM	2 PM	4 PM	6 PM
Baseline	486	530	462	473	445
Demand - 5 Yr Buildout ¹	311	464	505	490	497
Total 5 Year Demand	797	994	967	963	942
Demand - 10 Yr Buildout ¹	621	928	1007	977	992
Total 10 Year Demand	1,107	1,458	1,469	1,450	1,437
Effective Supply	2740	2740	2740	2740	2740
10 Yr Demand as % Supply	40%	53%	54%	53%	52%
10 Yr Surplus	1633	1282	1271	1290	1303
1. Does not include Residential reserved spaces.					

Source: Walker Parking Consultants

In the 10-Year buildout scenario, future developments are projected to increase parking demand by up to an additional 1,007 spaces. However as shown on the tables, the new demand can be accommodated within the existing public and private parking supply.

This analysis has assumed that much of the parking for residences will be supplied by the new development(s). Parking improvements and/or new parking supplies may also be included as part of many of the new commercial projects within the downtown. However, based strictly on the overall supply-demand projections, it would appear that the City has some significant leeway on how much parking is actually required for each individual new project.



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UPDATE – COLORADO REPERATORY THEATER

Following the completion of our initial build-out analysis, the City received new information on a possible redevelopment project to be located at 228 W. Main Street. This 0.60 acre site is located along one of the busier sections of W. Main and consists of two buildings. Southern Colorado Repertory Theatre would like to redevelop the property to house a new 90 to 250 seat (flexible seating) performing arts theatre and possibly a café/gift shop. The second building on the site would be utilized for offices, set construction, storage, and dorms for the cast and crew. Initially, the theater would be used to host live performances, especially during the summer months.

For a new theater building of this capacity, City code would require at least 50 off-street parking spaces. However, as a redevelopment project, the initial plan for the theater would include only a small amount of on-site parking for employees and ADA-accessible spaces for patrons. Walker anticipates that the public parking impact on the downtown could be as many as 80 spaces. However, for evening performances, this new demand would be somewhat complimentary to the existing peak demand which occurs during the daytime.

For full-service restaurants along W. Main, the added parking demand from the theater for evening performances could cause some added congestion and possibly competition with restaurant patrons for on-street and public lot parking on Blocks 12 and 13. However, the added patronage may also be a net benefit as many theater goers would also visit nearby restaurants for dinner before or after a performance.

Reviewing the supply/demand surpluses from the previous tables, it is Walker's conclusion that the added cars from the theater could be accommodated within the existing on-street and public lot supply. This does not mean however, that the City needs to approve the project without requiring some additional parking contribution from the developer to address (at least in part) the parking impacts that may extend beyond the original site. An in-lieu fee program, as discussed later in this report, could be a solution to consider.



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There are several system-wide options available to the City of Trinidad to better manage the downtown parking system and possibly fund future improvements. Some of these options include:

- Instituting pay parking for the greater CBD area,
- Creating a Business Assessment or Improvement District for parking improvements,
- Creating a Downtown Business Association to involve local stakeholders, and/or
- Instituting an in-lieu fee or parking credit program for new downtown development and redevelopment.

The benefits and drawbacks to the various options are discussed briefly below.

PAY PARKING – CORAZON DE TRINIDAD AREA

One solution to the issue of parking management may be to institute a pay parking or managed parking program for the entire downtown. Pay parking is often the most effective way to ensure that the most convenient and desirable parking spaces (such as on-street spaces along Main St.) are available to visitors / customers and turn over frequently. Setting a fee for parking is also a proven method to help encourage transit usage, walking between destinations, and other alternatives such as carpooling, and/or usage of more remote employee parking resources.

Of course, the largest drawbacks to a system-wide pay parking program would be the potential negative reaction from area businesses and the added cost to the City to form a parking department. Most of the lots in Corazon de Trinidad are currently private. Therefore, an area-wide paid parking system would likely need the participation of most of the businesses with commitments to either manage their own parking through restrictions or convert these lots to the same pay-by-space, parking permit, or metered parking solution.

One variation on the pay parking system is to allow for free parking for the first two hours within the downtown with a graduated pay scale for longer-term parking. Employees that wanted to use the most convenient downtown lots would have the option to purchase monthly passes. Businesses that have customers that typically stay for longer than two hours (such as a salon) might offer validations or temporary passes.

PARKING MANAGEMENT DISCUSSION



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Time management for on-street parking resources is often a popular alternative since it allows short-term retail patrons to use the street parking while forcing area employees and longer-stay patrons to use the longer-term lots. This alternative is currently being used for the downtown and may be a viable long-term option for Trinidad.

Based on feedback from downtown stakeholders, and Walker's observations, there may need to be some changes to the enforcement policies in order to improve the effectiveness of this program. For example, the current City ordinance that allows the same vehicle to re-park within the same time restricted zone is counter-productive to the primary goal of time-limited parking – i.e., freeing up the most convenient on-street spaces for customers while moving employees to alternative locations. Newer technology, such as wireless hand-held ticket writers can help to manage on-street parking more efficiently and protect (somewhat) against the "employee shuffle".

Appendix E provides some examples of parking citations best practices that could be adopted for the City of Trinidad.

PARKING ASSESSMENT DISTRICTS

Parking Assessment Districts are sometimes used as a way to fund new public parking development within a downtown. These districts are generally structured so that all of the businesses in the area pay into a central fund on a yearly basis. The revenues are then used by the City to make major public parking improvements such as new lots and garages.

This type of system makes sense for an older historic downtown since many businesses do not supply their own parking on site. Patrons for these businesses would use the public parking resources and the City, over time, would build up a fund available to develop and maintain new public parking resources.

The biggest drawback to a Parking Assessment District is that the cost of developing new parking is generally very high compared to the funds that local businesses are willing and able to contribute. Increasingly, Parking Assessment Districts have been very difficult to form since they require a vote of the land owners. In instances where these Districts are already in place, the area merchants are usually reluctant to vote in new fees to support additional parking development.



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If the Parking Assessment District is the sole source of funds, it can take years to raise enough money to build a new garage. In this case, the demand for additional public parking may outpace the ability to build sufficient resources.

BUSINESS IMPROVEMENT DISTRICT (ALTERNATIVE)

Alternatively, some cities have experimented successfully with Business Improvement Districts. A BID would be similar to the Assessment District but would focus more on generating revenues for smaller projects such as parking maintenance, improvements (lighting, striping, etc.), public art and beautification, etc.

The major drawback for this type of program is that a BID generally will not bring in enough money to fund new parking development outright. The major contributing factor to the success of either an Assessment District or a BID is to ensure that the funds are reinvested directly into the neighborhood where they are generated. Systems that allow these revenues to go back to the General Fund to be used for other projects (or general obligation financing) are generally less supported by local merchants. Systems that have successfully instituted on street pay parking tend to follow a similar philosophy of reinvesting parking revenues to area improvements.

PARKING DOWNTOWN BUSINESS ASSOCIATION

The parking DBA can be a beneficial move when it is combined with any of the other parking strategies listed above.

Often, downtown businesses have a direct vested interest in the successful redevelopment of the CBD and also should be generally supportive of efforts to improve the parking. Creating a DBA specifically for parking allows local business the opportunity to voice their concerns and can sometimes help to foster shared-use parking agreements between complementary land uses. The downside to a business association is that there are inherent inefficiencies of the public process and that politics often play a role in land use planning and the distribution of public funds on various projects. In downtown Trinidad, the DBA system may not be as successful as other cities since many of the businesses are already adequately parking in their own private lots.



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IN-LIEU FEE PROGRAM

An in-lieu fee program may be a viable option for downtown Trinidad considering the amount of redevelopment that is being considered over the next five- to ten-years. However, Trinidad would need to couple this program with some revisions to their current ordinances.

Some cities allow developers or land owners to pay a fee in lieu of providing parking spaces that may otherwise be required by zoning code. The fee that is collected is then used to help finance or maintain centralized public parking spaces.

The advantage to this type of program is that it gives developers an alternative to meeting the parking requirements on sites where providing all the required spaces would be expensive or difficult. In-lieu fees provide a major advantage in that they allow for adaptive reuse of historic buildings (while still requiring some contribution by developers when an increase in parking demand is probable). This increased flexibility allows the land owner to determine whether providing parking is better or paying an in-lieu fee to satisfy the minimum is preferred.

If cities use in-lieu fees to help build additional supply they can put public parking lots and structures where they have the lowest impact on vehicle and pedestrian circulation. Less on-site parking allows continuous storefronts without "dead" gaps for adjacent surface parking lots. To improve the streetscape, some cities dedicate the first floor of the public parking structures to retail uses.

Disadvantages of the program are that the City of Trinidad already has a zero parking requirement for the reuse/redevelopment of existing buildings. To be effective, the initial parking ordinance would need to be modified and may actually discourage redevelopment if the costs of the new in-lieu fee program represent too much of a hurdle for prospective developers.

For those already planning to provide some parking on-site, in lieu fees could be an option. However, individual developers may still have some concerns as the planned or available public parking option may not be immediately near their business or could represent an investment in public parking that is some years away.



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PARKING CREDITS PROGRAM

An alternative to the more standard In-lieu fee program may be the use of parking credits. One established example of this program is currently in use with the City of Pasadena in southern California.

Parking credits basically allow business to contractually link a certain number of existing public spaces to their private business. This relationship allows businesses to satisfy the City's parking requirements without providing any additional on-site parking for their property. The spaces that are purchased via the credits remain with that particular property.

In Pasadena, the City effectively implemented a parking credit system to help construct two public parking structures, and contributed to the construction of a third private structure that is open to the public. The garages in Pasadena are effective because the public spaces in the structures are shared among adjacent land uses. As a result, following shared parking concepts, fewer spaces are required to meet the total parking demand in the downtown.

For the businesses that support the fees and use the structure, the City issues 1.5 parking credits per space available in the public garages (this is possible due to the efficiencies of using shared parking). According to the City, the parking credit program began in 1987, and by 2001 the City had allocated 2,350 credits.

A similar program is being evaluated in Englewood, Colorado based only on public lots and on-street. Here the public parking system was first evaluated to determine the surplus of public spaces available. The credit program will then be established to allow developers to buy redevelopment parking "credits" until the public parking system reaches an acceptable level of utilization. At that time, the City would then have some funding available to develop new public resources.



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PARKING MANAGEMENT RECOMENDATIONS

Based on the inventory and occupancy data collected, Walker does not see any evidence that there is an overall shortage of downtown public or private parking under present conditions.

It should be noted that this conclusion is based on current downtown building occupancy rates and a somewhat depressed local economy. The existing surplus of parking will likely be impacted as additional new development and redevelopment projects are added to the study area, and as some of the existing buildings begin to re-tenant. An increase in overall patronage for downtown businesses would also lead to an increase in parking demand. However, overall the system does have capacity to absorb substantial increases in usage before problems begin to occur. At this time, Walker would recommend solutions to make the best use of existing lots and on street spaces before any additional public parking supplies are added by the City.

Most of the parking issues noted during the stakeholder meetings had more to do with how parking is managed and may be developed in the future. Some of the frequently mentioned issues included comments about specific demand generators or specific events (such as festivals), transit alternatives, and/or parking enforcement.

Based on feedback from the public, and our field observations, Walker makes the following initial recommendations:

A. The City should consider revising their on-street parking policies and hiring/assigning staff for full-time parking enforcement.

Based on Walker's field observations, compliance with the posted 2-hour time limits is relatively good along the central sections of Main Street. This means that, for the most part, these spaces are turning over regularly for business customer use. In other areas of the downtown, such as near the courthouse and the 400 block of East Main Street, more violations of the 2-hour limits were noted. The car dealership on Block 27 may cause some localized parking shortages for adjacent restaurants and businesses. This area appears to be enforced less regularly.

Overall improvements to the parking management could be accomplished by changing City policies to restrict re-parking of vehicles within the same zone (which would limit the "employee

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shuffle"). This policy should be coupled with the identification of several public lots for designated longer-term visitor and employee parking.

Two-hour limits are currently not enforced in the off-peak season. Also, the job duties for the code compliance officer extend well beyond parking enforcement, which can lead to the perception that enforcement is lax or inconstant. Given these factors, a full-time staff person may make sense.

In regards to parking enforcement fees, Walker generally recommends a graded scale where repeat violators face an increasing fine. Initially, enforcement can be approached from the standpoint of a public service or "parking ambassador" program rather than simply a schedule of violations and fees. Some communities have experimented successfully with this redefinition of the role. As an "ambassador", the parking enforcement officer serves a dual role in both parking enforcement and as a downtown resource for visitors and tourists. First time violators are generally given a courtesy notice rather than a citation.

Other parking enforcement best practices are discussed in Appendix E. The appendix contains a number of links to successful municipal programs in other cities that may be of some interest to the City of Trinidad. Several technologies are available to allow enforcement officers to track various vehicles and determine who is a first-time versus a repeat violator. Automated hand-held ticket writers are recommended.

B. Improvement to existing parking facilities should be a priority over developing new resources.

Several localized areas of parking congestion have been noted earlier in this report. One of the areas mentioned was near the courthouse. Though the on-street parking did fill to close to effective capacity along some of the block faces near the courthouse, a nearby surface lot (34-C) was virtually empty. Improvements to this surface lot and to the striping along the adjacent street could potentially increase available parking at a fraction of the cost of developing new facilities.

Restriping and realignment is recommended for Lot 34-C, regardless, to address existing problems with the layout. The figure below shows how these two solutions may be effective.



Parking Ambassador programs are being used in municipalities such as Wichita, Kansas (above).

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Figure 7: Parking Restriping Recommendations Near the Courthouse

Unstriped parking spaces are not typically used as efficiently by drivers as when the spaces are delineated. For this block face, Walker estimated that 3-5 additional cars could have been accommodated at peak if the parking stalls were better marked.



The parking alignment in Lot 34-C should be re-evaluated to fix the inconsistent width between the two drive aisles. In addition, only half of the lot is currently striped which limits the ability to accommodate many more cars for peak courthouse days.

Source: Walker Parking Consultants, 2009



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Likewise, similar solutions may be available for localized shortages along the eastern (Block 17/18) and western (Block 19) parts of the study area where problems were noted. For example, dead-end streets between Main and Elm, could be improved and striped and used for employee parking for the car dealership and other businesses along Blocks 17 and 18. This would free up a handful of spaces both on-street and in the smaller lots for customers. (An alternative option, though, would be to simply enforce on-street time limits along this section of Main and encourage employees to parking along First Street; the nearby private lot at 37-A is nearly vacant and possibly has excess stalls and might be available for short-term lease.)

Solutions for Block 19 may be a little more challenging. However, similar ideas would be to delineate parallel on-street spaces and enforce these at certain times for customer use only. As a rule of thumb it is generally acceptable to require employees to park more remotely.

For private development, it was noted earlier that roughly 1/3 of the parking lots in the downtown are unpaved. Unpaved or unstriped lots are generally very inefficient for customers and employees and will appear full – even if additional spaces could be accommodated if the parking stalls were actually marked.

Likely, there is little the City can do with existing properties to require parking lot improvements. However, improvements to any existing surface parking should be considered as part of any application for redevelopment of older buildings. The City is currently looking at ways to encourage more redevelopment through the PUD process. Parking improvements could be required as a part of the approval.

Please see Appendix B for comments showing the location of all unstriped lots throughout the downtown. Walker recommends investigating restriping options for any areas where parking shortages are an issue, or where unstriped lots are located near particularly high demand areas.

C. Agreements to develop private property as public parking should be considered as an interim solution.

From a general parking supply and demand standpoint, Walker noted that there may be some opportunities to add additional public parking to the downtown by leasing underutilized property throughout the business core. Several locations were mentioned to the City following our preliminary occupancy surveys and are being investigated.



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Some examples may include Lot 2-D which could be restriped, expanded, and realigned to create a very large public parking resource located relatively close to several redevelopment sites.

The City may also want to consider paving or improving certain private lots where the land owner may be willing to share or lease some of the spaces back to the City as a public resource. Lots located on Blocks 21, 23, 24, 14, and 15 would be prime candidates for this proposal.

D. At this time, Walker does not recommend Residential Permit Zones.

Based on the occupancy data, residential permit zones do not appear to be necessary at this time; though a specific policy change may be recommended for the areas surrounding Block #19 where multi-family residential units and commercial bar space appear to have conflict for shared on-street parking.

In other small downtowns, Walker has found that the process, cost, and inconvenience of residential permit zones often become more of a headache for residents than an effective solution.

Instead, Walker would recommend that the City carefully evaluate applications for both conversions and for multi-family residential development to ensure that reserved, dedicated spaces are either developed or made available for tenants through long-term agreements. The recommended ratios for residential units are outlined in Appendix D. If reserved parking is not a possibility, Walker recommends considering either the in-lieu fee or parking credit solution as discussed in the previous section.

E. The City should adopt more consistent standards in regards to signage for downtown public parking.

In preparation for new MUTCD standards, many cities are evaluating and upgrading their signage. As part of this change over, Walker feels that it would be beneficial for the City of Trinidad to set a more consistent standard for signage for public parking, both internal to the lots, and for on-street wayfinding signs.

In some areas, no parking signage was also confusing and not up to industry standards. In addition to this report, Walker will provide the



Parking signage for downtown public lots is varied. More consistency in the type, size, and colors would help to "brand" the downtown parking system and help tourists and other visitors find the available parking more easily.

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City with some additional details concerning the recommended standards for "no parking" and other restrictions.

CODE RECOMENDATIONS

Detailed code recommendations for the City of Trinidad are included in Appendix D. These recommendations are based in part on our previous observations of parking conditions within the City, an initial overview of the City's code, Walker's research regarding parking demand, and city code requirements and language that we have seen to be effective in other similar municipalities. Many of the ratios presented in the Appendix are endorsed by the Parking Consultants Council (PCC) and the National Parking Association (NPA).

Our initial conclusion is that the City of Trinidad's standard parking requirements are generally congruent with the parking requirements we recommend. However, some modifications could be made to update the current zoning code as it relates to the most current research on appropriate parking demand ratios.

The major issue not addressed in Appendix D is whether or not standard code requirements should be extended to redevelopment or reuse of existing historic buildings within the downtown core. As a policy decision, we have seen this issue addressed in several different ways including reduced standards to promote redevelopment, no defined standard, or full parking requirements for any substantial change in use. Some cities (such as downtown Denver) that have well-established transit have even experimented with parking caps to reduce the amount of parking supplied. This option would be less appropriate for Trinidad, since the transit systems are not as established.

Parking for Residential Conversions

Currently, the City is considering revising the code to require some dedicated parking for residential conversions within existing downtown buildings. In other similar downtowns, Walker has seen that it is often the developers that drive this preference, as one or two residential reserved spaces are typically needed in order to lease or sell the units.

Since residential spaces are often used at varying times during the day, and may not be available for shared use, Walker feels that it is probably a good policy decision to require some dedicated spaces for residential conversions. This requirement could be accomplished either



"No Parking" and "Reserved Parking" signage and is often confusing and may not match up to current industry standards.



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by having the developer build new parking or by forming long-term lease agreements to use existing parking supplies (assuming the developer makes appropriate improvements).

Another alternative would be to allow the developer use of the public parking system, and issue the tenant or owner a full-time residential parking pass. In this case, the City would require some other concession from the developer such as payment of an in-lieu fee to help maintain the public parking system and/or develop new resources down the road.

Whatever method is preferred by the City, Walker recommends that the parking needs be considered and addressed as part of the approval process. We understand that the City is looking at its PUD process to try to make this system the more desirable route for redevelopment.

Parking for Commercial Redevelopment

For other mixed-use commercial redevelopment, the policy decisions regarding the parking can be complex and may depend on whether the building already has parking or if the new use is going to generate more demand than the previous use.

A number of communities across the country have, or have considered eliminating parking requirements to help enable redevelopment in historic areas. This approach does have some benefits, although there may be some pitfalls, particularly if a community does not monitor and track the amount of redevelopment and subsequent increase in parking demand. Some of the pros and cons are discussed below.

Pros include:

- Preservation of historic buildings (some of which would require demolition to provide parking requirements),
- Lower costs to developers to redevelop historic neighborhoods thus increasing the speed at which the area redevelops,
- Increased utilization of areas that otherwise might be poor candidates for redevelopment, due to parking requirements,
- Increased utilization of on-street parking resources (also increased revenue if spaces are metered), and
- Increased utilization of existing parking facilities in the area, which can promote foot traffic to other nearby businesses.



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Cons include:

- Increased parking demand, which if unchecked, can exceed the available supply,
- Possible overdevelopment of land use, and
- Increased responsibility to the City to monitor the parking demand.

Some additional considerations are listed below:

- Many cities define or limit the physical area of the zero parking requirements,
- Some cities provide language in the ordinance that requires a parking study for the redevelopments as they occur,
- Some cities actively encourage redevelopment toward a certain mix of uses, especially in combination with uses that typically have parking peaks 'after hours', and
- Some cities restrict the permitted uses which typically have higher parking demands in the zero parking area.

Overall, Walker has not made a recommendation on the topic of defined parking standards for redevelopment. Instead, this issue will be discussed in more detail with City staff and with the community, following the review of our study.



APPENDIX A – PUBLIC PARKING WORKSHOP DISCUSSION TOPICS

REVIEW OF PUBLIC OPEN HOUSE COMMENTS AND DISCUSSION ITEMS

The following public comments have been presented here as a review of what local residents and business owners feel to be some of the biggest downtown parking issues:

Comment: The City has money available in the Capital Improvement Fund; some of this should go to parking improvements.

Comment: Many of the "public lots" are actually privately owned and leased by the City. Owners may choose to use these lots differently in the future. The city should try to acquire title to the properties, where possible.

Discussion: Several opportunities exist to develop additional parking (lots) in the downtown:

- 12-acres of BNSF property*
- 100 Block of west main*
- Business owners could contribute appreciated property (??) to the program.*

Comment: Truck repair business at the corner of Elm & Maple has outgrown its space; overflow vehicles and large vehicles cause problems for parking

Comment: Fort Collins, CO has a good parking practice to look at – employees that park downtown get a parking permit sticker that identify where they work. If that employee parks illegally in on-street customer parking, the parking ticket goes to the business owner.

Comment: Fees on users will be a disincentive to the use of the downtown area by visitors.

Comment: Multiple solutions will be necessary to Trinidad's parking woes. A single blanket solution won't do and may make matters worse.

Comment: Trinidad is not yet ready for parking meters. The town is only 40% full.

Comment: The extension of Elm Street may reduce the traffic congestion on Main Street.

Comment: There is an enormous amount of property beneath the I-25 for future use.

Comment: Planning for future parking in Trinidad should include the possibility of the widespread use of electric cars.

Comment: City vehicles are using parking spaces, apparently for little purpose.

Comment: As distance from downtown increases, the allowable time for parking should increase.

Comment: Shuttles are not the only solution to moving people from parking to their destination: Rickshaws and horse-drawn carriages can provide the same function, better service and give a more "touristy" feel to the downtown.

Comment: Parking enforcement is inconsistent and erratic. Enforcement and walking should be stressed.

Comment: COG provides a circulator shuttle for the Trinidadio Blues festival and for the Santa Fe Trail Days.

Discussion: Large Catholic Church in the downtown causes parking issues for services on both Saturday night and Sunday morning:

- *Church members should use outlying parking with a shuttle service;*
- *There is a clear perception that all of the parking in the vicinity of the church is taken during services and special functions.*

Comment: 102 Historic buildings in the downtown, 27 are vacant or abandoned. Part of the reason for the low parking occupancy is the building occupancy. The city should work with the owners of these buildings for redevelopment, or perhaps purchase the buildings with the intent of using the land for parking.

Discussion: Local conditions in the downtown are difficult on business owners. Goal of the parking system should be to help revitalize downtown and improve business:

- *Business owners cannot afford an assessment*
- *Parking needs to help increase sales tax revenues*
- *New parking supply may be expensive but it is an important investment*
- *Affordable housing is an issue for Trinidad, the City should avoid funding mechanisms that would increase this cost*
- *With the construction it is very difficult to get people to exit at 13B*
- *Business is down substantially since two years ago, even for better restaurants*
- *Freeway signage should emphasize free parking*
- *Pedestrian zone downtown is a positive, parking should help support that*

Discussion: The cost to construct parking shown in the presentation seemed high to one attendee. Walker responded that

- *The ranges (for construction) shown are, in fact, low; and*
- *The costs presented don't include land acquisition, or any financing costs.*

Discussion: Does pay parking discourage downtown development? [Walker responded that, if pay parking is one recommendation, it won't be a punitive measure, but rather a management tool.]

Comment: The downtown needs more handicap spaces. Many areas are not very accessible, with high curbs and long walking distances.

Comment: Too many trucks, trailers, and older vehicles are "stored" in downtown lots. A City ordinance is needed to make sure these are moved to more remote lots

Comment: Employees along Main Street need to move to open up these spaces for visitors.

Comment: Citizens of Trinidad do not use transit; need more incentives.

Comment: Burnt out building in the middle of downtown should be used as a parking garage, preserving the original facade; something similar was done in downtown Pueblo.

Comment: El Segundo and Hermosa Beach are examples of small cities that built parking garages.

Comment: The downtown is a pedestrian zone and has a European feel to it. Some of the parking and pedestrian circulation strategies from Europe should be considered.

Discussion: There are issues with the quality of the streets in Trinidad:

- *The intersection of 1st Street and Commercial Street is in poor condition;*
- *Ice builds up in low areas of the brick streets, making walking more dangerous;*
- *Curbs are very high in some areas.*

Comment: The urban renewal authority has bonding and other funding sources available to it.

Comment: Walker should survey the business owners and find out what they would be willing to pay for parking, or what they think customers should pay.

Discussion:

- *Parking and traffic are closely related*
- *Can parking information be delivered to drivers (through GPS)?*
- *Freeway construction may be affecting downtown parking*
- *Now, with the downturn and with construction, is not the time for a parking assessment district*
- *More ADA spaces are needed downtown*

Comment: Future parking requirements are key to future development in Trinidad and can make or break development plans.

Comment: Business owners won't be willing to, or aren't silly enough to pay in-lieu fees.

Public Survey Response Summary:

Question	General Trend of Responses
Branding Through Graphics and Wayfinding	Positive
Parking Assessment District	Negative
Increased Enforcement	Positive
Multi-Space Meters or other Technological Management Methods	Positive
Event Shuttle Service	Positive
"Visitor Only" spaces	Positive
Residential Permit Zones	Positive
Alternative Transportation	Split



APPENDIX B: INVENTORY AND OCCUPANCY DATA

Parking Lot Detailed Inventory

Block	ID	Lot or Building	Public / Private	Striped?	Inventory / Approx. Inv.	Unstriped	Standard	ADA	Reserved	Other	Opportunity for Restripe?	Notes
1	A	Credit Union	Private	Yes	22	-	21	1	-	-	No	
1	B	Apartments	Private	Yes	53	-	-	-	-	53	No	Assume these spaces are reserved for tenants and visitors
1	C	Motel	Private	Yes	11	-	11	-	-	-	No	
1	D	Public Lot #1 - west	Public	n/a	-	-	-	-	-	-	Yes	Both lots closed for construction on a temporary basis; future inventory will be provided based on square footage; some spaces available outside of construction for West lot (6 standard + 2 ADA)
2	A	Trinidad Janitor	Private	No	8	8	-	-	-	-	Yes	Gravel lot next to Trinidad Janitor
2	B	Public Lot #1 - east	Public	n/a	-	-	-	-	-	-	Yes	Both lots closed for construction on a temporary basis; counts will be provided base on square footage; small unmarked area available next to construction
2	C	Train Parking ??	Private	No	6	6	-	-	-	-	Yes	Unpaved by RR tracks; may be parking for train
2	D	Whole Sale Grocers	Private	No	30	30	-	-	-	-	Yes	Large gravel area that could be striped for roughly 30 stalls; adjacent are with trees and two side street could also be included to double this capacity; recommend looking at this lot as a future public parking option [Also discussed were the two alleys on either side of the (currently unoccupied) grocery building. The could be striped for angled parking, one entering, the other exiting for one-way circulation.]
2	E	unknown	Private	No	8	8	-	-	-	-	Yes	Roughly eight spaces on the interior of the block
3	A	unknown	Private	No	15	14	-	1	-	-	Yes	Two gravel lots; one area adjacent to a building and one fenced in; roughly 15 stalls combined
3	B	unknown	private	No	4	4	-	-	-	-	Yes	This lot is marked on the City map; however, there really isn't much parking area here except for a small gravel area with roughly 4 spaces
4	A	Shell Station / Subway	Private	Yes	9	-	8	1	-	-	No	
4	B	Welcome Center	Private	Yes	15	-	15	-	-	-	No	
5	A	McDonald's	Private	Yes	40	-	37	3	-	-	No	
5	B	Taco Bell	Private	Yes	40	-	38	2	-	-	No	
6	A	Pro Rehab Fitness Center	Private	No	23	18	-	5	-	-	Yes	Parking Lot is set up for one-way traffic with angled parking, however, two entry points in the back of the lot are closed (off of street and off of the lot listed above); these entrances need to be open for lot to function correctly
6	B	Commercial St. lot	Private	Yes	14	-	14	-	-	-	Yes	This parking lot is striped for angled parking with vehicles entering off of Commercial. However, back of the lot (that used to exit into Lot I on the other side of the building) is now fenced off. Cars have very little space to turn around; traffic flow does not work; See note below
6	C	Avid's Construction	Private	No	12	12	-	-	-	-	Yes	Gravel lot on the interior of the block
6	D	International Bank	Private	Yes	27	-	25	2	-	-	no	
7	A	unknown	Private	Yes	4	-	4	-	-	-	no	
9	A	Church Lot ??	Private	Yes	52	50	-	2	-	-	Yes	Behind Chain-link fence; paved but striping is faded
9	B	Holy Trinity School	Private	No	15	15	-	-	-	-	Yes	Paved but no stripes ??
10	A	City Carriage	Private	No	5	5	-	-	-	-	no	Gravel lot next to auto body
10	B	Unknown	Private	No	20	20	-	-	-	-	Yes	Unpaved lot; mid-block
10	C	Bank of the West	Private	No	12	8	-	-	4	-	Yes	Four Spaces marked as "Reserved Parking at all Times"; most of the lot is used for bank drive-through lanes; some unstriped parking available on the north edge
11	A	Public Lot #2	Public	Yes	42	2	35	1	4	-	Yes	Municipal building lot; not very efficient; spaces on the south end of lot are adjacent to a building marker "private property" may be private parking, however, they are not currently marked as private; two unstriped spaces at this end; 4 spaces reserved for Customer/Visitor only
11	B	Safeway Lot	Private	Yes	113	-	105	6	-	2	no	One standard space is obstructed by shopping cart storage and has been excluded; Other spaces include two "15-min Deli" spaces in the main portion of the lot; some people may park along the extra wide driveway that prides access off of Main.
11	C	Safeway Loading Dock / Employee Parking	Private	Yes	16	-	16	-	-	-	no	16 spaces near the loading dock that may be for employees; loading dock area spaces may be inaccessible at times due to delivery trucks parking in this area; five stall occupied by dumpster (not counted), with an additional possible 5 spaces unmarked (also not counted)
11	D	Trinidad Tire Shop	Private	Yes	9	-	8	1	-	-	no	Building no longer a tire shop; might be under redevelopment. Some of the building appears to be for apartments; occupancy is unknown.
12	A	Public Lot #4	Public	Yes	53	-	44	2	7	-	no	Seven spaces reserved for Chronicle News Parking
13	A	Public Lot #5	Public	Yes	24	-	21	3	-	-	no	Two of the ADA spaces are poorly marked; no signage to indicate that this lot is public parking
14	A	Public Lot #8	Public	Yes	33	-	31	2	-	-	no	
14	B	unknown	Private	Yes	7	-	7	-	-	-	no	Newly striped parking area next to a vacant building off of Commercial St.; no signage
14	C	Southern Colorado Realty	Private	No	30	30	-	-	-	-	Yes	Unstriped portion on northern portion is marked as reserved for Southern Colorado Realty (roughly 8 stalls; could be 16 with double-loaded angled parking); roughly 12 spaces on southern gravel area and roughly 10 spaces on gravel area behind Hadad's building
14	D	Corradino Auto Body & Radiator	Private	No	23	23	-	-	-	-	Yes	Two part gravel lot; some of this lot is used for car storage/stacking
15	A	Social Security Admin	Private	No	9	8	-	1	-	-	Yes	Paved but no striping
15	B	Century Savings & Loan	Private	Yes	22	-	21	1	-	-	no	

Parking Lot Detailed Inventory

Block	ID	Lot or Building	Public / Private	Striped?	Inventory / Approx. Inv.	Unstriped	Standard	ADA	Reserved	Other	Opportunity for Restripe?	Notes
16	A	Funeral Home Lot	Private	No	7	7	-	-	-	-	Yes	Funeral home spaces shared with post office
16	B	Post Office Lot	Private	Yes	28	-	14	1	4	9	no	9 spaces for truck parking only; 1 spaces reserved for Post Master; 3 spaces reserved for USPS employees
17	A	On the Edge Beauty Solon	Private	Yes	11	-	6	-	-	5	no	Inventory includes six angled spaces located in front of the salon; five spaces (listed as "other") are covered stalls located next to the business.
17	B	Pioneer Motor	Private	Yes	N/A	-	-	-	-	-	no	This is the sales lot for Pioneer Motors and is over 100% occupied at all times; the inventory is not included in our counts (the lot is marked on the map for reference only). However, if the lot were converted for some other use this area would accommodate roughly 20 - 30 spaces.
21	A	Public Lot #3	Public	Yes	17	-	9	1	7	-	Yes	Seven spaces adjacent to building are reserved ("No Parking 9 am - 5 pm Mon-Fri") for law offices and Purgatoire Water Conservation District; lot is not very efficient; back portion of lot used for trailer storage, loading door, and a dumpster
21	B	Qwest Building	Private	No	20	20	-	-	-	-	Yes	Paved parking adjacent to Qwest building; looks unused; no striping
23	A	Alleyway Parking	Private	No	12	7	4	1	-	-	Yes	Four 90-degree spaces off of in alley, plus alleyway between main and 1st (includes 1 ADA and roughly 7 curb spaces; signed for 2hr parking).
23	B	First & Commercial	Private	No	18	18	-	-	-	-	Yes	Large gravel area located behind businesses; roughly 18 spaces are currently used but inventory could be expanded if the lot were improved and striped with spaces in the center
24	A	First National Bank	Private	Yes	16	-	15	1	-	-	no	
24	B	First Street Lots	Private	No	8	8	-	-	-	-	Yes	Three gravel lots in a row behind businesses; buildings include Corral Pawn, Kress / Masonic building, and First Street Gallery; estimated inventory of 23 for all three
24	C	First Street Lots	Private	No	8	8	-	-	-	-	Yes	Three gravel lots in a row behind businesses; buildings include Corral Pawn, Kress / Masonic building, and First Street Gallery; estimated inventory of 23 for all three
24	D	First Street Lots	Private	No	7	7	-	-	-	-	Yes	Three gravel lots in a row behind businesses; buildings include Corral Pawn, Kress / Masonic building, and First Street Gallery; estimated inventory of 23 for all three
27	A	Dentist Office	Private	No	3	3	-	-	-	-	yes	Very small gravel area located behind dentist's office; probably for employee cars
28	A	Peak Laundrymat	Private	Yes	10	-	9	1	-	-	no	Private lot
28	B	Downtown Motel	Private	Yes	16	-	16	-	-	-	no	Private lot
28	C	MAH Electric	Private	No	4	4	-	-	-	-	yes	Gravel parking area on the corner
32	A	Trinidad Housing Authority	Private	Yes	8	-	6	2	-	-	no	2 ADA spaces in front, 6 spaces in back
33	A	Public Lot #6 / Knights of Columbus (??)	Public	Partial	24	-	23	1	-	-	Yes	Lot is marked as public on City map; appears to be unused and is located next to the Knights of Columbus building. Lot is paved but striping is very faded; stall count is estimated
34	A	First National Bank	Private	Yes	32	-	31	1	-	-	no	At least half of this lot occupied by drive-through lanes for bank; not very efficient use of space
34	B	School District (??)	Private	Yes	13	-	13	-	-	-	no	Newly striped lot off of commercial (north of 2nd St.) next to school district property; may be a school district lot (??); no signage
34	C	Public Lot #7 (School District)	Public	Yes	35	-	28	3	4	-	Yes	Only approx. half of this lot is used for parking, the other half is basketball courts and bus storage; 4 spaces reserved for school district; functional layout of the lot does not work very well (one parking bay is wider than the other, resulting in one drive aisle being too narrow); could be realigned for many more stalls if basketball courts were moved; recommend location for attendant-assist parking on heavy Jury days for County courthouse; 5 standard spaces and 1 ADA space located in a lower portion of the lot adjacent to school district bldg.
37	A	Pioneer Natural Resources / HG Holderness	Private	Yes	31	-	31	-	-	-	no	Most of this lot is striped except for one small area adjacent to the dentist office; both buildings appear to be either vacant or unused on the survey days.
37	B	First Christian Church	Private	No	21	21	-	-	-	-	yes	Paved lot but strip is very badly faded; spaces are unclear

1. General Notes:

A. Please see report maps for block numbers and parking lot letters. Note that all figures are representative only and may not reflect the exact dimensions, size, or shape of these parking lots. Parking lot identifications have been assigned to the best buildings (actual lot ownership may vary).

B. Blue text indicates lots that are unpaved and unstriped, or are striped but with faded markings. For these facilities, the inventory is estimated based on the general size and shape of the available parking areas. For all unstriped lots, The actual u delineating parking spaces (without lines, drivers tend to use the available space in a less efficient manner than for striped parking lots).

C. Except for the Shell Station / Subway restaurant on Block 4, all gas stations are excluded from the inventory. Temporary construction parking, and areas that are used for vehicle storage and/or repair are also typically excluded (unless otherwise not

ATTACHMENT 1: Parking Inventory / Occupancy Detail

On-Street Parking Detailed Inventory

Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	Unrestricted	2-Hour	Reserved / Other	Residential Adjacent	Restrictions / Notes (1)
1	N	State to Nevada	7	7	-	-	-	-
	S	State to Nevada	-	-	-	-	-	- N/P anytime
	E	Pine to College	7	7	-	-	-	- Parking on north part of block only
	W	Pine to College	12	12	-	-	-	- Inventory estimated from map (curb cuts along much of this block)
2	N	Nevada to Commercial	4	4	-	-	-	-
	S	Nevada to Convent	-	-	-	-	-	- N/P anytime
	S	Convent to Commercial	11	11	-	-	-	- Parking along Cedar from Convent to Commercial only; N/P from Nevada to Convent
	E	Pine to Cedar	23	-	22	1	-	- Parking starts after RR tracks; 22 + 1 ADA; 2 hr parking
	W	Pine to College	7	7	-	-	-	- Parking on north part of block only
3	N	N/A	-	-	-	-	-	- Not included; no through street
	S	Maple to Chestnut	13	13	-	-	-	-
	SW	Commercial to Maple	8	8	-	-	-	-
	E	N/A	-	-	-	-	-	- Not included; street becomes private property
	W	Pine to Cedar	14	14	-	-	-	-
	W	Cedar to Plum	8	-	8	-	-	- 2 hr parking
	Cedar (N)	Comm. to Dead end	4	4	-	-	-	- Cedar becomes alleyway and runs into block interior; diagonal parking
	Cedar (S)	Comm. To Dead end	4	4	-	-	-	- Cedar becomes alleyway and runs into block interior; diagonal parking
4	N	State to Nevada	-	-	-	-	-	- N/P anytime
	S	Nevada to State	-	-	-	-	-	- N/P anytime
	E	College to Animas	3	3	-	-	-	-
	W	Animas to College	8	8	-	-	-	-
5	N	Nevada to Convent	-	-	-	-	-	- N/P anytime
	S	Animas to Convent	21	21	-	-	-	- Inv estimated from map
	E	Cedar to Modicia	7	7	-	-	-	-
	W	Nevada to Modicia	-	-	-	-	-	- N/P anytime
6	N	Convent to Commercial	9	9	-	-	-	-
	S	Convent to Commercial	-	-	-	-	-	- N/P anytime
	E	Cedar to Plum	6	-	6	-	-	- 2 Hr Parking
	W	Cedar to Modica	2	2	-	-	-	- 2 spaces next to bank
7	NE	Commercial to Maple	7	7	-	-	-	-
	S	Commercial to Maple	7	7	-	-	-	-
	W	Plum to Elm	8	-	8	-	-	- 2 hr parking
8	NW	Animas to Purgatoire	-	-	-	-	-	- Triangular block N/P; all sides
	S	Nevada to Animas	-	-	-	-	-	- N/P anytime
	E	Nevada to Purgatoire	-	-	-	-	-	- N/P anytime
9	N	Animas to Convent	21	21	-	-	-	- Inv estimated from map
	S	Animas to Convent	8	8	-	-	-	- One-way street, parking on north only
	E	Modica to Church	16	16	-	-	-	- 12 Painted to Plum, plus roughly 4
	W	Modica to Church	10	-	10	-	-	- 2 hr Parking
10	N	Convent to Commercial	10	10	-	-	-	- Parking only on south side of street; inventory estimated from map
	S	Convent to Commercial	7	7	-	-	-	- One-way street, parking on north only; Inventory estimated from map
	E	Plum to Church	15	15	-	-	-	-
	W	Plum to Church	-	-	-	-	-	- One-way street; N/P anytime
11	N	Nevada to Animas	-	-	-	-	-	- N/P anytime
	S	Nevada to Animas	17	17	-	-	-	- 5 stalls marked between yellow painted curbs; remaining stalls unmarked
	E	Purgatoire to Main	19	18	-	1	-	- next to City Offices; 1 ADA space painted on curb
	W	Purgatoire to Main	-	-	-	-	-	- N/P anytime
12	N	Animas to Convent	-	-	-	-	-	- N/P anytime
	S	Animas to Beech	5	-	5	-	-	- West half of block from Animas to alleyway (Beech); 2 hr parking
	S	Beech to Convent	8	-	7	1	-	- East half of block from alleyway (Beech) to corner; includes 1 ADA marked stall; 2hr parking
	E	Church to Main	-	-	-	-	-	- One-way street; N/P anytime

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13	W	Church to Main	4	4	-	-	-	
	N	Convent to Commercial	-	-	-	-	-	N/P anytime
	S	Convent to Commercial	7	-	7	-	-	2 Hr Parking
	E	Church to Main	7	-	7	-	-	2 Hr parking
14	W	Church to Main	-	-	-	-	-	N/P anytime
	N	Commercial to Maple	7	7	-	-	-	
	S	Commercial to Maple	12	-	12	-	-	2 hr parking
	E	Elm to Main	8	8	-	-	-	
15	W	Elm to Main	18	-	18	-	-	2 hr parking
	N	Maple to Chestnut	5	5	-	-	-	
	S	Maple to Chestnut	9	-	9	-	-	2 hr parking
	E	Elm to Main	12	12	-	-	-	
16	W	Elm to Main	8	8	-	-	-	
	N	Chestnut to Walnut	8	8	-	-	-	
	S	Chestnut to Walnut	-	-	-	-	-	No parking along Main, south side of Block 16
	E	Elm to Main	10	10	-	-	-	
17	W	Elm to Main	13	9	-	4	-	Inventory includes roughly four 15-min spaces for Post Office
	N	N/A	-	-	-	-	-	Through street is down below; block face not included; this is part of the depot property
	S	Walnut to Ash	8	-	8	-	-	Two hour zone
	E	Dead-end to Main	15	15	-	-	-	Dead-end alleyway; lots of cars packet in here;; may be employee cars from Pioneer Motor dealership
18	W	Elm to Main	10	10	-	-	-	
	N	N/A	-	-	-	-	-	Through street is down below; block face not included; this is part of the depot property
	S	Ash to Spruce	13	13	-	-	-	
	E	Dead-end to Main	5	5	-	-	-	
19	W	Dead-end to Main	5	5	-	-	-	
	N	Santa Fe Trail to High	4	-	4	-	-	2hr parking; 4 spaces marked
	S	Nevada to High	6	6	-	-	-	
	E	Main to First	12	6	-	-	-	1/2 residential, 1/2 commercial
20	NW	Nevada to Main	7	7	-	-	-	South side of Santa Fe Trail, street runs at an angle at this location
	NW (street)	Santa Fe Trail	3	3	-	-	-	Parallel spaces on northwest side of Santa Fe Trail; across from Block #19
	N	High to Animas	8	-	8	-	-	2 hr parking
	S	High to Animas	12	-	-	-	12	Residential block
21	E	Main to First	-	-	-	-	-	N/P anytime
	W	Main to First	12	6	-	-	6	1/2 residential; 1/2 commercial
	N	Animas to Beech	4	-	4	-	-	2 hr parking; 1/2 block closed off for construction (not counted) roughly 4 spaces remaining
	S	Animas to Beech	7	7	-	-	-	
22	E	Main to First	10	-	10	-	-	2hr parking
	W	Main to First	-	-	-	-	-	N/P anytime
	N	Beach to Convent	3	-	2	1	-	2 hr parking; possibly 2 spaces plus 1 ADA marked
	S	Beech to Convent	7	7	-	-	-	
23	E	Main to First	-	-	-	-	-	N/P anytime
	W	Main to First	-	-	-	-	-	N/P anytime
	N	Convent to Commercial	1	-	-	1	-	1 ADA stall one between yellow N/P zones; assumed to be 2 hr parking
	S	Convent to Commercial	4	4	-	-	-	
24	E	Main to First	8	8	-	-	-	Narrow street; parking probably only possible on one side
	W	Main to First	5	-	5	-	-	2 hr parking
	N	Commercial to Maple	12	-	12	-	-	2 hr parking
	S	Commercial to Maple	16	15	-	1	-	Includes 1 marked ADA stall
25	E	Main to First	11	-	11	-	-	Diagonal spaces; no striping; 2 hr parking
	W	Main to First	-	-	-	-	-	N/P - no signage but street too narrow for parking
	N	Maple to Chestnut	9	-	9	-	-	2 hr Parking

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26	S	Commercial to Maple	10	10	-	-	-	Diagonal spaces; no striping; 2 hr parking		
	E	Main to First	9	9	-	-	-			
	W	Main to First	11	-	11	-	-			
	N	Chestnut to Walnut	8	-	7	1	-	Two hour zone; inventory includes 1 ADA		
	S	Chestnut to Walnut	13	13	-	-	-			
	E	Main to First	7	7	-	-	-			
27	W	Main to First	5	5	-	-	-	2-3 additional spaces available since car dealership uses spaces in front of their own driveways		
	N	Walnut to Ash	5	5	-	-	-			
	S	Walnut to Ash	11	11	-	-	-			
	E	Main to First	4	4	-	-	-	Inventory is confusing; sign says "No Parking Here to Corner" but curb is painted white, but stalls obviously used		
	W	Main to First	8	8	-	-	-			
	28	N	Ash to Spruce	4	4	-	-		-	
S		Ash to Spruce	11	11	-	-	-			
E		Main to First	8	8	-	-	-			
W		Main to First	5	5	-	-	-			
29		N	Santa Fe Trail to High	6	-	-	-		6	Small section from Santa Fe Trail to Raton is by apartments and then from Raton to High is residential
		S	Raton to High	15	-	-	-		15	
	E	First to Second	15	-	-	-	15	Residential block		
	W	First to Second	16	-	-	-	16	Residential block		
	30	N	High to Animas	15	-	-	-	15	Residential Block	
		S	High to Animas	9	-	-	-	9	Residential block	
E		First to Second	12	-	-	-	12	Residential block		
W		First to Second	15	-	-	-	15	Residential block		
31	N	Animas to Beech	7	7	-	-	-	Residential block		
	S	Animas to Beech	10	-	-	-	10		Residential block	
	E	First to Second	15	-	-	-	15		Residential Block	
	W	First to Second	9	-	-	-	9	Residential block		
32	N	Beech to Convent	10	-	-	-	10	Residential block		
	S	Beech to Convent	8	-	-	-	8	Residential Block		
	E	First to Second	-	-	-	-	-	N/P anytime		
	W	First to Second	15	-	-	-	15	Residential Block		
33	N	Convent to Commercial	5	-	5	-	-	2hr parking		
	S	Convent to Commercial	2	2	-	-	-			
	E	First to Second	-	-	-	-	-		N/P anytime	
	W	First to Second	13	13	-	-	-			
34	N	Commercial to Maple	14	14	-	-	-	Angled parking across from courthouse; most of block face in not clearly striped		
	S	Commercial to Maple	11	11	-	-	-			
	E	First to Second	30	30	-	-	-			
	W	First to Second	5	5	-	-	-	Commercial is one-way along this block; this block face may be N/P but curb is so faded it is impossible to tell		
35	N	Maple to Chestnut	16	16	-	-	-	16 market angled stalls, north of courthouse		
	S	Maple to Chestnut	-	-	-	-	-	No Parking; narrow street		
	E	First to Second	26	20	-	6	-	20 marked angled stalls by courthouse; 6 spaces reserved - 3 for maintenance vehicles, 3 for law enforcement		
	W	First to Second	22	7	8	7	-	Angled parking next to courthouse; see footnote for details (2)		
36	N	Chestnut to Walnut	15	15	-	-	-	Residential block		
	S	Chestnut to Walnut	13	-	-	-	13			
	E	First to Second	20	10	-	-	10		Roughly 1/2 residential on this block	
	W	First to Second	21	11	-	-	10	11 striped angled spaces in front of county offices, plus roughly 10 parallel spaces in front of houses		
37	N	Walnut to Ash	11	11	-	-	-	Residential block		
	S	Walnut to Ash	12	-	-	-	12			
	E	First to Second	14	14	-	-	-			
	W	First to Second	10	5	-	-	5	Roughly 1/2 residential on this block		

ATTACHMENT 1: Parking Inventory / Occupancy Detail



On-Street Parking Detailed Inventory

Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	Unrestricted	2-Hour	Reserved / Other	Residential Adjacent	Restrictions / Notes (1)
38	N	Ash to Spruce	13	-	-	-	13	Residential block
	S	Ash to Spruce	13	-	-	-	13	Residential block
	E	First to Second	16	-	-	-	16	Residential block
	W	First to Second	14	-	-	-	14	Residential block

1. General Notes:

- A. For the purpose of this survey, all of the on-street parking spaces are referenced by block face (N, S, E, W), with north being the block face that is located "up" on the report maps. Please see the report for Block numbering. Alleyways, and blocks that are not rectangular may be listed with alternative directions (such as "Santa Fe Trail, NW" which references the northwest side of the street across from Block 19).
- B. The majority of block faces within the study area have un-marked parallel curbside parking (with the exception of the striped and un-striped angled spaces near the courthouse). The typical space length for a parallel curb-side stall is approximately 20 feet. However, the total capacity of each block face may vary depending on the size of vehicles parked and how efficiently patrons make use of the available space. Unless otherwise noted, all on-street inventory numbers are estimates, taking into consideration appropriate breaks for driveways, no-parking zones, and set-backs from the intersections.
- C. All 2-Hr Parking zones are enforced 8:00 am - 6:00 pm, Mon-Sat. Many streets also have restrictions posted for No Parking, 2 am - 6 pm on alternate days (these night-time restrictions are not included in the notes).
- D. "Residential Adjacent" areas are marked for blocks where 50% or more of the block is residential single-family homes. Currently, Trinidad does not have any restrictions on residential neighborhood parking. However, for this survey, we generally assume that these block faces are used primarily by residential tenants and guests.

2. The on-street inventory on the west side of the courthouse includes four 30-min spaces, three ADA stalls, eight 2-hr spaces, and seven spaces that appear to be unrestricted. The signage is a little unclear; for example, one sign at the south end of the "2-Hr Parking" with an arrow, there is no corresponding sign with another arrow anywhere along the block face.

ATTACHMENT 1: Parking Inventory / Occupancy Detail



Friday, July 10, 2009

Block	ID	Lot or Building	Public / Private	Striped?	Inventory	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
1	A	Credit Union	Private	Yes	22	3	2	5	5	0	
1	B	Apartments	Private	Yes	53	15	16	16	17	15	
1	C	Motel	Private	Yes	11	2	0	4	3	2	
1	D	Public Lot #1 - west	Public	n/a	0	0	0	0	0	0	
2	A	Trinidad Janitor	Private	No	8	3	3	3	4	3	
2	B	Public Lot #1 - east	Public	n/a	0	8	3	5	2	1	Construction vehicles ??
2	C	Train Parking ??	Private	No	6	0	0	0	0	0	
2	D	Whole Sale Grocers	Private	No	30	18	28	16	8	9	Includes 2-4 cars in driveway between lot and Cedar
2	E	unknown	Private	No	8	2	2	4	3	1	
3	A	unknown	Private	No	15	4	4	2	1	1	Under construction; contractor vehicles only
3	B	unknown	private	No	4	1	1	1	0	0	
4	A	Shell Station / Subway	Private	Yes	9	4	7	6	8	5	
4	B	Welcome Center	Private	Yes	15	6	7	9	5	3	
5	A	McDonald's	Private	Yes	40	22	24	10	16	6	
5	B	Taco Bell	Private	Yes	40	10	23	13	10	15	
6	A	Pro Rehab Fitness Center	Private	No	23	6	8	5	2	1	
6	B	Commercial St. lot	Private	Yes	14	10	8	8	8	6	Includes one camper
6	C	Avid's Construction	Private	No	12	10	6	7	5	3	
6	D	International Bank	Private	Yes	27	9	8	12	10	0	
7	A	unknown	Private	Yes	4	0	0	1	1	1	
9	A	Church Lot ??	Private	Yes	52	14	12	12	13	7	
9	B	Holy Trinity School	Private	No	15	0	0	0	0	0	
10	A	City Carriage	Private	No	5	3	2	3	3	3	
10	B	Unknown	Private	No	20	6	2	3	2	0	
10	C	Bank of the West	Private	No	12	4	3	3	3	0	1 car in reserved through 4 pm
11	A	Public Lot #2	Public	Yes	42	28	24	28	29	5	Occ includes 3 cars in unmarked spaces behind police station
11	B	Safeway Lot	Private	Yes	113	43	67	67	57	54	Includes 3-4 cars parked along driveway off of Main
11	C	Safeway Loading Dock / Employee Parking	Private	Yes	16	4	4	4	4	1	Some spaces inaccessible due to trucks
11	D	Trinidad Tire Shop	Private	Yes	9	3	0	1	1	1	
12	A	Public Lot #4	Public	Yes	53	33	36	26	13	21	3 cars in reserved spaces for most counts
13	A	Public Lot #5	Public	Yes	24	19	21	13	15	7	
14	A	Public Lot #8	Public	Yes	33	12	9	12	10	5	
14	B	unknown	Private	Yes	7	1	2	2	2	4	
14	C	Southern Colorado Realty	Private	No	30	17	14	19	7	5	
14	D	Corradino Auto Body & Radiator	Private	No	23	13	12	15	13	8	
15	A	Social Security Admin	Private	No	9	3	3	2	3	0	
15	B	Century Savings & Loan	Private	Yes	22	6	6	6	7	6	
16	A	Funeral Home Lot	Private	No	7	4	5	6	2	1	+1 stored trailer (not included)
16	B	Post Office Lot	Private	Yes	28	13	7	10	16	7	Includes 3 to 7 mail trucks (7 for 4pm/6pm counts)

ATTACHMENT 1: Parking Inventory / Occupancy Detail



Friday, July 10, 2009

Block	ID	Lot or Building	Public / Private	Striped?	Inventory	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
17	A	On the Edge Beauty Salon	Private	Yes	11	8	7	7	4	3	3-4 cars in covered section
17	B	Pioneer Motor	Private	Yes	N/A	-	-	-	-	-	Sales lot not counted, but over 100% at all times
21	A	Public Lot #3	Public	Yes	17	4	1	4	3	3	1 parked trailer not counted
21	B	Qwest Building	Private	No	20	0	0	0	0	0	
23	A	Alleyway Parking	Private	No	12	4	4	4	4	3	
23	B	First & Commercial	Private	No	18	11	13	17	8	4	JoJo Pizza trailer included in count
24	A	First National Bank	Private	Yes	16	8	7	5	12	6	
24	B	First Street Lots	Private	No	8	1	2	3	5	2	
24	C	First Street Lots	Private	No	8	3	3	4	3	3	
24	D	First Street Lots	Private	No	7	2	3	2	2	6	
27	A	Dentist Office	Private	No	3	2	2	2	0	0	
28	A	Peak Laundrymat	Private	Yes	10	2	4	1	1	2	
28	B	Downtown Motel	Private	Yes	16	2	5	4	5	7	
28	C	MAH Electric	Private	No	4	3	3	3	3	3	
32	A	Trinidad Housing Authority	Private	Yes	8	4	1	4	0	1	
33	A	Public Lot #6 / Knights of Columbus (??)	Public	Partial	24	1	1	3	1	0	
34	A	First National Bank	Private	Yes	32	26	22	20	22	12	
34	B	School District (??)	Private	Yes	13	6	6	6	6	0	
34	C	Public Lot #7 (School District)	Public	Yes	35	14	15	11	10	6	Occ includes stored bus, van, & several SUVs
37	A	Pioneer Natural Resources / HG Holderness	Private	Yes	31	4	3	4	4	1	
37	B	First Christian Church	Private	No	21	4	3	3	3	4	Includes stored bus + 2 stored vans

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Saturday, July 11, 2009

Block	ID	Lot or Building	Public / Private	Striped?	Inventory	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
1	A	Credit Union	Private	Yes	22	4	2	0	0	0	
1	B	Apartments	Private	Yes	53	17	18	17	16	16	
1	C	Motel	Private	Yes	11	1	2	3	1	4	
1	D	Public Lot #1 - west	Public	n/a	0	0	0	0	0	0	
2	A	Trinidad Janitor	Private	No	8	0	2	0	1	5	
2	B	Public Lot #1 - east	Public	n/a	0	0	0	0	0	0	
2	C	Train Parking ??	Private	No	6	0	0	0	0	3	
2	D	Whole Sale Grocers	Private	No	30	18	18	8	11	16	Incl. 1 to 5 cars in driveway between lot and Cedar
2	E	unknown	Private	No	8	0	0	1	1	0	
3	A	unknown	Private	No	15	1	1	1	1	1	Under construction; contractor vehicles only
3	B	unknown	private	No	4	0	0	0	0	0	
4	A	Shell Station / Subway	Private	Yes	9	2	4	3	4	3	
4	B	Welcome Center	Private	Yes	15	6	6	5	5	3	
5	A	McDonald's	Private	Yes	40	16	11	13	5	11	
5	B	Taco Bell	Private	Yes	40	8	26	10	11	18	
6	A	Pro Rehab Fitness Center	Private	No	23	2	0	0	0	0	Lot closed off @12 pm and later
6	B	Commercial St. lot	Private	Yes	14	9	7	8	6	5	Camper included in counts
6	C	Avid's Construction	Private	No	12	5	5	5	4	6	4 cars stored all day
6	D	International Bank	Private	Yes	27	5	3	0	0	0	
7	A	unknown	Private	Yes	4	4	2	2	2	1	
9	A	Church Lot ??	Private	Yes	52	12	12	11	14	5	
9	B	Holy Trinity School	Private	No	15	2	0	0	7	0	
10	A	City Carriage	Private	No	5	3	3	1	0	0	
10	B	Unknown	Private	No	20	0	0	0	0	0	
10	C	Bank of the West	Private	No	12	2	2	0	1	2	1 car in reserved at 6 pm
11	A	Public Lot #2	Public	Yes	42	7	7	9	10	7	Occ includes three City vehicles
11	B	Safeway Lot	Private	Yes	113	45	51	66	44	33	Includes 1 car parked along driveway off of Main
11	C	Safeway Loading Dock / Employee Parking	Private	Yes	16	1	5	3	3	4	
11	D	Trinidad Tire Shop	Private	Yes	9	1	1	1	2	3	
12	A	Public Lot #4	Public	Yes	53	9	12	20	32	25	Church service in evening (4 pm count)
13	A	Public Lot #5	Public	Yes	24	5	7	5	24	4	Church service in evening (4 pm count)
14	A	Public Lot #8	Public	Yes	33	4	5	4	4	2	
14	B	unknown	Private	Yes	7	2	2	2	2	3	
14	C	Southern Colorado Realty	Private	No	30	6	4	4	3	1	
14	D	Corradino Auto Body & Radiator	Private	No	23	4	5	5	5	4	
15	A	Social Security Admin	Private	No	9	0	0	0	0	0	
15	B	Century Savings & Loan	Private	Yes	22	1	2	3	2	4	
16	A	Funeral Home Lot	Private	No	7	1	1	2	2	2	

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Saturday, July 11, 2009

Block	ID	Lot or Building	Public / Private	Striped?	Inventory	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
16	B	Post Office Lot	Private	Yes	28	9	8	8	10	8	Includes 1-7 mail trucks
17	A	On the Edge Beauty Salon	Private	Yes	11	6	7	4	3	6	
17	B	Pioneer Motor	Private	Yes	N/A	-	-	-	-	-	
21	A	Public Lot #3	Public	Yes	17	3	3	3	0	1	Sales lot not counted, but over 100% at all times 1 parked trailer not counted
21	B	Qwest Building	Private	No	20	0	0	0	0	0	
23	A	Alleyway Parking	Private	No	12	3	6	3	1	4	
23	B	First & Commercial	Private	No	18	7	10	8	4	5	
24	A	First National Bank	Private	Yes	16	2	1	1	1	1	
24	B	First Street Lots	Private	No	8	0	1	2	0	1	
24	C	First Street Lots	Private	No	8	3	3	3	3	2	
24	D	First Street Lots	Private	No	7	3	2	1	0	0	
27	A	Dentist Office	Private	No	3	0	0	0	0	0	
28	A	Peak Laundrymat	Private	Yes	10	2	3	3	1	0	
28	B	Downtown Motel	Private	Yes	16	5	4	4	6	5	
28	C	MAH Electric	Private	No	4	2	3	3	3	3	
32	A	Trinidad Housing Authority	Private	Yes	8	0	0	0	0	0	
33	A	Public Lot #6 / Knights of Columbus (??)	Public	Partial	24	2	2	0	0	0	
34	A	First National Bank	Private	Yes	32	2	3	1	0	0	
34	B	School District (??)	Private	Yes	13	0	0	0	0	0	Includes 1 bus stored and 1 van
34	C	Public Lot #7 (School District)	Public	Yes	35	4	5	5	5	5	
37	A	Pioneer Natural Resources / HG Holderness	Private	Yes	31	2	1	2	2	1	
37	B	First Christian Church	Private	No	21	3	3	3	3	3	Includes stored bus + 2 stored vans

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Friday, July 10, 2009

Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
1	N	State to Nevada	7	0	0	0	2	1	N/P Anytime Parking North of I-25
	S	State to Nevada	0	0	0	0	0	0	
	E	Pine to College	7	0	0	0	0	0	
	W	Pine to College	12	3	1	1	1	2	
2	N	Nevada to Commercial	4	3	2	2	2	1	N/P Anytime Dumster blocks 1 space parking after RR tracks; 2 hr parking Parking North of I-25
	S	Nevada to Convent	0	0	0	0	0	0	
	S	Convent to Commercial	11	5	3	1	2	0	
	E	Pine to Cedar	23	9	12	10	6	7	
	W	Pine to College	7	0	0	0	0	0	
3	N	N/A	0	0	0	0	0	0	Not Included
	S	Maple to Chestnut	13	1	1	1	1	1	
	SW	Commercial to Maple	8	3	0	1	1	1	Not included
	E	N/A	0	0	0	0	0	0	
	W	Pine to Cedar	14	7	7	0	1	1	2 hr parking Diagonal Parking; 2 contractor vehicles Diagonal Parking
	W	Cedar to Plum	8	4	6	3	2	0	
	Cedar (N)	Comm. to Dead end	4	2	2	2	2	2	
	Cedar (S)	Comm. To Dead end	4	2	2	0	0	0	
4	N	State to Nevada	0	0	0	0	0	0	N/P Anytime N/P Anytime
	S	Nevada to State	0	0	0	0	0	0	
	E	College to Animas	3	2	2	1	0	0	
	W	Animas to College	8	0	0	0	0	0	
5	N	Nevada to Convent	0	0	0	0	0	0	N/P Anytime
	S	Animas to Convent	21	3	0	2	0	0	
	E	Cedar to Modicia	7	1	2	0	1	5	N/P anytime
	W	Nevada to Modicia	0	0	0	0	0	0	
6	N	Convent to Commercial	9	5	6	5	8	3	N/P Anytime 2 hr parking
	S	Convent to Commercial	0	0	0	0	0	0	
	E	Cedar to Plum	6	4	6	4	0	1	
	W	Cedar to Modica	2	0	1	1	1	1	
7	NE	Commercial to Maple	7	0	0	0	0	0	2 hr parking
	S	Commercial to Maple	7	2	1	1	2	0	
	W	Plum to Elm	8	1	3	0	0	0	
8	NW	Animas to Purgatoire	0	0	0	0	0	0	Triangular block; N/P all sides N/P anytime N/P anytime
	S	Nevada to Animas	0	0	0	0	0	0	
	E	Nevada to Purgatoire	0	0	0	0	0	0	
9	N	Animas to Convent	21	0	1	3	4	2	2 hr parking
	S	Animas to Convent	8	2	5	0	1	0	
	E	Modica to Church	16	2	1	2	1	1	
	W	Modica to Church	10	1	3	3	3	0	
10	N	Convent to Commercial	10	6	7	1	0	0	
	S	Convent to Commercial	7	2	2	3	3	0	
	E	Plum to Church	15	1	3	6	6	1	

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Friday, July 10, 2009

Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
11	W	Plum to Church	0	0	0	0	0	0	N/P Anytime
	N	Nevada to Animas	0	0	0	0	0	0	N/P anytime
	S	Nevada to Animas	17	10	6	9	8	1	
	E	Purgatoire to Main	19	6	7	4	1	0	
	W	Purgatoire to Main	0	0	0	0	0	0	N/P anytime
12	N	Animas to Convent	0	0	0	0	0	0	N/P Anytime
	S	Animas to Beech	5	2	1	2	1	0	2hr parking
	S	Beech to Convent	8	1	3	3	5	5	2hr parking; 1/2 block blocked off (10-4) for repairs
	E	Church to Main	0	0	0	0	0	0	N/P Anytime
	W	Church to Main	4	0	0	0	0	0	
13	N	Convent to Commercial	0	0	0	0	0	0	N/P Anytime
	S	Convent to Commercial	7	5	6	5	3	6	2 hr parking
	E	Church to Main	7	1	5	4	5	6	2 hr parking
	W	Church to Main	0	0	0	0	0	0	N/P Anytime
14	N	Commercial to Maple	7	3	3	3	2	1	
	S	Commercial to Maple	12	6	10	10	10	4	2 hr parking
	E	Elm to Main	8	4	4	4	5	2	
	W	Elm to Main	18	6	5	9	3	0	2 hr parking
15	N	Maple to Chestnut	5	1	2	2	2	2	
	S	Maple to Chestnut	9	3	3	2	1	1	2 hr parking
	E	Elm to Main	12	2	0	2	3	5	
	W	Elm to Main	8	5	0	0	4	1	
16	N	Chestnut to Walnut	8	0	0	0	0	0	
	S	Chestnut to Walnut	0	0	0	0	0	0	N/P anytime
	E	Elm to Main	10	0	0	0	0	0	
	W	Elm to Main	13	0	0	1	11	10	
17	N	N/A	-	-	-	-	-	-	not included
	S	Walnut to Ash	8	2	3	4	4	6	
	E	Dead-end to Main	15	15	15	15	16	15	90-degree parking, not striped; may be car dealership employees
	W	Elm to Main	10	1	1	0	1	0	
18	N	N/A	-	-	-	-	-	-	not included
	S	Ash to Spruce	13	2	1	1	2	2	
	E	Dead-end to Main	5	3	3	3	4	5	
	W	Dead-end to Main	5	1	0	0	0	0	
19	N	Santa Fe Trail to High	4	4	4	4	2	2	2hr
	S	Nevada to High	6	5	5	5	7	6	Cars parked for adjacent bars
	E	Main to First	12	3	3	4	3	3	1/2 residential
	NW	Nevada to Main	7	2	4	3	7	5	
	NW (street)	Santa Fe Trail	3	1	2	1	3	2	Spaces on north side of Santa Fe Trail; across from Block #19
20	N	High to Animas	8	5	1	2	1	1	2hr
	S	High to Animas	12	5	2	3	2	2	residential
	E	Main to First	0	0	0	0	0	0	N/P anytime

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Friday, July 10, 2009

Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
21	W	Main to First	12	1	1	4	4	2	1/2 residential
	N	Animas to Beech	4	1	1	3	1	1	2 hr
	S	Animas to Beech	7	1	0	0	0	0	
	E	Main to First	10	0	1	0	0	0	2 hr
22	W	Main to First	0	0	0	0	0	0	N/P anytime
	N	Beech to Convent	3	0	2	1	0	2	2 hr; 2 spaces plus 1 ADA
	S	Beech to Convent	7	0	0	0	0	1	
	E	Main to First	0	0	0	0	0	0	N/P anytime
23	W	Main to First	0	0	0	0	0	0	N/P anytime
	N	Convent to Commercial	1	1	0	0	0	1	2 hr; 1 ADA stall only
	S	Convent to Commercial	4	1	3	6	2	1	
	E	Main to First	8	0	0	0	0	0	
24	W	Main to First	5	0	1	2	1	1	2hr
	N	Commercial to Maple	12	8	8	11	6	2	2 hr parking
	S	Commercial to Maple	16	6	2	3	6	8	
	E	Main to First	11	5	4	2	3	1	Diagonal Parking; 2 hr
25	W	Main to First	0	0	0	0	0	0	N/P - street too narrow
	N	Maple to Chestnut	9	3	3	7	6	4	2 hr parking
	S	Commercial to Maple	10	7	5	4	4	0	
	E	Main to First	9	1	2	1	3	1	
26	W	Main to First	11	5	4	4	2	1	Diagonal Parking; 2 hr
	N	Chestnut to Walnut	8	2	4	0	0	4	
	S	Chestnut to Walnut	13	2	2	2	2	0	
	E	Main to First	7	0	1	2	0	6	Evening restaurant usage
27	W	Main to First	5	0	0	0	0	0	
	N	Walnut to Ash	5	4	5	4	2	6	Extra spaces available w/ cars parked in front of drive aisles
	S	Walnut to Ash	11	2	0	1	1	2	
	E	Main to First	4	2	3	3	3	3	May be N/P zone (unclear??), but used by dealership/car repair
28	W	Main to First	8	1	0	0	3	5	Evening restaurant usage
	N	Ash to Spruce	4	0	1	0	0	0	
	S	Ash to Spruce	11	2	4	4	3	4	
	E	Main to First	8	0	1	1	1	1	
29	W	Main to First	5	0	0	0	0	0	
	N	Santa Fe Trail to High	6	2	1	2	2	3	residential but across from bar
	S	Raton to High	15	0	1	0	1	1	residential
	E	First to Second	15	0	0	0	0	0	residential
30	W	First to Second	16	5	2	1	3	2	residential
	N	High to Animas	15	2	1	1	2	2	residential
	S	High to Animas	9	3	5	4	3	5	residential
	E	First to Second	12	1	0	0	1	0	residential
31	W	First to Second	15	0	0	0	0	0	residential
	N	Animas to Beech	7	1	0	1	1	1	

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Friday, July 10, 2009

Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
32	S	Animas to Beech	10	1	1	1	1	1	residential
	E	First to Second	15	1	1	2	2	4	residential
	W	First to Second	9	1	1	1	2	3	residential
	N	Beech to Convent	10	3	3	3	4	2	residential
	S	Beech to Convent	8	1	1	1	1	1	residential
	E	First to Second	0	0	0	0	0	0	N/P anytime
33	W	First to Second	15	1	1	2	1	3	residential
	N	Convent to Commercial	5	1	1	0	1	0	N/P anytime
	S	Convent to Commercial	2	0	0	0	0	0	
	E	First to Second	0	0	0	0	0	0	
34	W	First to Second	13	5	5	4	3	3	
	N	Commercial to Maple	14	3	3	1	3	4	Mostly courthouse vehicles One-way street; may be N/P zone (??)
	S	Commercial to Maple	11	0	0	0	0	0	
	E	First to Second	30	28	18	16	19	0	
35	W	First to Second	5	0	0	0	0	0	
	N	Maple to Chestnut	16	14	5	9	9	5	Mostly courthouse vehicles
	S	Maple to Chestnut	0	0	0	0	0	0	Narrow street; N/P anytime
	E	First to Second	26	21	14	18	14	5	Six reserved spaces; max occ for reserved was 3 cars
36	W	First to Second	22	22	10	19	19	1	Courthouse; some marked 2-hr, 8a - 6p
	N	Chestnut to Walnut	15	4	2	4	2	0	residential 1/2 residential 1/2 residential
	S	Chestnut to Walnut	13	2	2	2	2	3	
	E	First to Second	20	0	1	0	0	0	
37	W	First to Second	21	15	3	10	6	1	
	N	Walnut to Ash	11	4	4	4	4	0	residential 1/2 residential
	S	Walnut to Ash	12	0	1	1	2	2	
	E	First to Second	14	1	1	3	1	1	
38	W	First to Second	10	0	1	1	1	0	
	N	Ash to Spruce	13	3	4	4	6	6	residential; apartment bldg generates added cars
	S	Ash to Spruce	13	1	1	1	1	1	residential
	E	First to Second	16	5	3	3	2	3	residential
38	W	First to Second	14	0	0	0	0	0	residential

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Saturday, July 11, 2009

Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
1	N	State to Nevada	7	0	1	0	0	0	N/P Anytime Parking North of I-25
	S	State to Nevada	0	0	0	0	0	0	
	E	Pine to College	7	0	0	0	0	0	
	W	Pine to College	12	2	2	1	2	2	
2	N	Nevada to Commercial	4	0	0	0	1	0	N/P Anytime
	S	Nevada to Convent	0	0	0	0	0	0	
	S	Convent to Commercial	11	0	3	1	1	2	2 hr parking Parking north of I-25
	E	Pine to Cedar	23	14	10	6	7	6	
	W	Pine to College	7	0	0	0	0	0	
3	N	N/A	0	0	0	0	0	0	Not Included
	S	Maple to Chestnut	13	1	1	1	1	2	
	SW	Commercial to Maple	8	1	1	1	1	1	Not included
	E	N/A	0	0	0	0	0	0	
	W	Pine to Cedar	14	12	4	2	0	3	2 hr parking Diagonal Parking; 2 contractor vehicles
	W	Cedar to Plum	8	2	3	0	0	0	
	Cedar (N)	Comm. to Dead end	4	1	1	1	0	0	
	Cedar (S)	Comm. To Dead end	4	1	1	1	0	0	
4	N	State to Nevada	0	0	0	0	0	0	N/P Anytime
	S	Nevada to State	0	0	0	0	0	0	N/P Anytime
	E	College to Animas	3	0	0	0	0	0	
	W	Animas to College	8	0	0	0	0	0	
5	N	Nevada to Convent	0	0	0	0	0	0	N/P Anytime
	S	Animas to Convent	21	0	7	2	4	0	
	E	Cedar to Modicia	7	6	2	3	6	0	
	W	Nevada to Modicia	0	0	0	0	0	0	N/P anytime
6	N	Convent to Commercial	9	4	4	2	3	4	N/P Anytime 2 hr parking
	S	Convent to Commercial	0	0	0	0	0	0	
	E	Cedar to Plum	6	3	3	2	2	0	
	W	Cedar to Modica	2	0	0	1	1	0	
7	NE	Commercial to Maple	7	0	0	0	0	0	2 hr parking
	S	Commercial to Maple	7	0	0	0	0	0	
	W	Plum to Elm	8	1	3	0	0	0	
8	NW	Animas to Purgatoire	0	0	0	0	0	0	Triangular block; N/P all sides
	S	Nevada to Animas	0	0	0	0	0	0	N/P anytime
	E	Nevada to Purgatoire	0	0	0	0	0	0	N/P anytime
9	N	Animas to Convent	21	4	6	9	6	1	2 hr parking
	S	Animas to Convent	8	0	1	0	2	3	
	E	Modica to Church	16	3	2	2	7	2	
	W	Modica to Church	10	3	6	3	2	0	
10	N	Convent to Commercial	10	0	1	1	1	0	
	S	Convent to Commercial	7	0	0	0	3	0	
	E	Plum to Church	15	3	2	2	0	0	

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Saturday, July 11, 2009

Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
11	W	Plum to Church	0	0	0	0	0	0	N/P Anytime
	N	Nevada to Animas	0	0	0	0	0	0	N/P anytime
	S	Nevada to Animas	17	0	0	0	0	0	
	E	Purgatoire to Main	19	0	0	0	0	0	
	W	Purgatoire to Main	0	0	0	0	0	0	N/P anytime
12	N	Animas to Convent	0	0	0	0	0	0	N/P Anytime
	S	Animas to Beech	5	1	0	1	2	4	2hr parking
	S	Beech to Convent	8	2	3	5	3	7	2hr parking; 1/2 block blocked off (10-4) for repairs
	E	Church to Main	0	0	0	0	0	0	N/P Anytime
	W	Church to Main	4	0	0	0	0	0	
13	N	Convent to Commercial	0	0	0	0	0	0	N/P Anytime
	S	Convent to Commercial	7	3	5	5	2	8	2 hr parking
	E	Church to Main	7	2	4	2	3	1	2 hr parking
	W	Church to Main	0	0	0	0	0	0	N/P Anytime
14	N	Commercial to Maple	7	3	2	3	3	1	
	S	Commercial to Maple	12	10	5	7	3	4	2 hr parking
	E	Elm to Main	8	1	1	1	0	0	
	W	Elm to Main	18	5	4	3	2	2	2 hr parking
15	N	Maple to Chestnut	5	1	1	2	1	1	
	S	Maple to Chestnut	9	3	1	0	1	1	2 hr parking
	E	Elm to Main	12	3	5	1	7	9	
	W	Elm to Main	8	1	0	1	1	2	
16	N	Chestnut to Walnut	8	0	0	0	0	0	
	S	Chestnut to Walnut	0	0	0	0	0	0	N/P anytime
	E	Elm to Main	10	0	0	0	0	0	
	W	Elm to Main	13	0	0	1	11	10	
17	N	N/A	-	-	-	-	-	-	not included
	S	Walnut to Ash	8	2	3	4	4	6	
	E	Dead-end to Main	15	15	15	15	16	15	90-degree parking, not striped; may be car dealership employees
	W	Elm to Main	10	1	1	0	1	0	
18	N	N/A	-	-	-	-	-	-	not included
	S	Ash to Spruce	13	2	1	1	2	2	
	E	Dead-end to Main	5	3	3	3	4	5	
	W	Dead-end to Main	5	1	0	0	0	0	
19	N	Santa Fe Trail to High	4	2	3	2	1	0	2hr
	S	Nevada to High	6	3	4	3	4	5	Cars parked for adjacent bars
	E	Main to First	12	6	5	3	4	4	1/2 residential
	NW	Nevada to Main	7	1	2	1	2	2	
	NW (street)	Santa Fe Trail	3	1	1	1	0	0	Spaces on north side of Santa Fe Trail; across from Block #19
20	N	High to Animas	8	0	1	1	0	0	2hr
	S	High to Animas	12	2	2	1	3	4	residential
	E	Main to First	0	0	0	0	0	0	N/P anytime

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Saturday, July 11, 2009

Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
21	W	Main to First	12	1	1	1	2	2	1/2 residential
	N	Animas to Beech	4	0	1	2	1	2	2 hr
	S	Animas to Beech	7	0	0	0	1	1	
	E	Main to First	10	0	0	0	1	0	2 hr
22	W	Main to First	0	0	0	0	0	0	N/P anytime
	N	Beech to Convent	3	2	0	2	2	2	2 hr; 2 spaces plus 1 ADA
	S	Beech to Convent	7	0	0	0	1	1	
	E	Main to First	0	0	0	0	0	0	N/P anytime
23	W	Main to First	0	0	0	0	0	0	N/P anytime
	N	Convent to Commercial	1	1	1	0	0	0	2 hr; 1 ADA stall only
	S	Convent to Commercial	4	0	0	0	0	0	
	E	Main to First	8	0	0	0	0	0	
24	W	Main to First	5	0	2	3	0	0	2hr
	N	Commercial to Maple	12	6	9	8	7	5	2 hr parking
	S	Commercial to Maple	16	0	4	0	0	0	
	E	Main to First	11	4	1	2	3	2	Diagonal Parking; 2 hr
25	W	Main to First	0	0	0	0	0	0	N/P - street too narrow
	N	Maple to Chestnut	9	2	4	2	1	2	2 hr parking
	S	Commercial to Maple	10	1	0	0	0	0	
	E	Main to First	9	0	1	1	0	0	
26	W	Main to First	11	4	4	0	0	0	Diagonal Parking; 2 hr
	N	Chestnut to Walnut	8	2	4	0	0	4	
	S	Chestnut to Walnut	13	2	2	2	2	0	
	E	Main to First	7	0	1	2	0	6	Evening restaurant usage
27	W	Main to First	5	0	0	0	0	0	
	N	Walnut to Ash	5	4	5	4	2	6	
	S	Walnut to Ash	11	2	0	1	1	2	
	E	Main to First	4	2	3	3	3	3	May be N/P; confusing markings
28	W	Main to First	8	1	0	0	3	5	Evening restaurant usage
	N	Ash to Spruce	4	0	1	0	0	0	
	S	Ash to Spruce	11	2	4	4	3	4	
	E	Main to First	8	0	1	1	1	1	
29	W	Main to First	5	0	0	0	0	0	
	N	Santa Fe Trail to High	6	2	2	2	2	2	residential but across from bar
	S	Raton to High	15	0	0	1	1	2	residential
	E	First to Second	15	0	0	0	0	0	residential
30	W	First to Second	16	3	3	2	3	2	residential
	N	High to Animas	15	1	0	0	0	0	residential
	S	High to Animas	9	4	3	3	2	3	residential
	E	First to Second	12	1	1	0	0	1	residential
31	W	First to Second	15	0	0	0	0	0	residential
	N	Animas to Beech	7	1	1	1	1	1	

ATTACHMENT 1: Parking Inventory / Occupancy Detail

Saturday, July 11, 2009

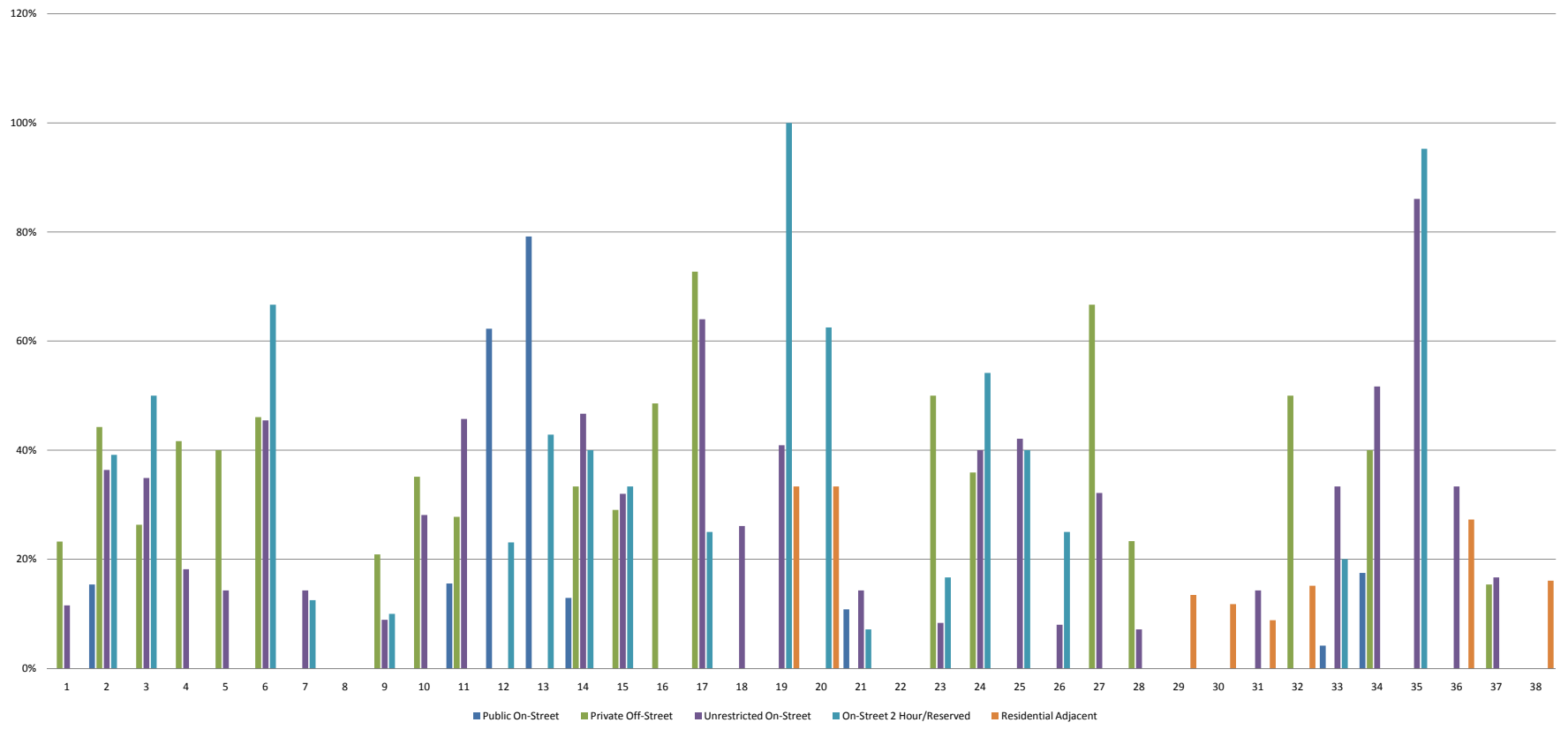
Block	Block Face (or Street)	Block From / To	Inventory / Approx. Inv.	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	Notes
32	S	Animas to Beech	10	1	1	1	1	1	residential
	E	First to Second	15	1	3	2	2	2	residential
	W	First to Second	9	1	1	1	1	2	residential
	N	Beech to Convent	10	3	2	3	2	2	residential
	S	Beech to Convent	8	0	0	0	0	0	residential
	E	First to Second	0	0	0	0	0	0	N/P anytime
33	W	First to Second	15	2	3	3	3	3	residential
	N	Convent to Commercial	5	0	1	0	0	0	N/P anytime
	S	Convent to Commercial	2	0	1	0	0	0	
	E	First to Second	0	0	0	0	0	0	
34	W	First to Second	13	4	3	3	3	3	
	N	Commercial to Maple	14	1	0	1	0	0	One-way street; may be N/P zone (??)
	S	Commercial to Maple	11	0	0	0	0	0	
	E	First to Second	30	1	0	0	0	0	
35	W	First to Second	5	0	0	0	0	0	
	N	Maple to Chestnut	16	2	1	1	1	1	Narrow street; N/P anytime Six reserved spaces Courthouse; some marked 2-hr, 8a - 6p
	S	Maple to Chestnut	0	0	0	0	0	0	
	E	First to Second	26	4	4	4	4	4	
36	W	First to Second	22	0	0	0	0	0	
	N	Chestnut to Walnut	15	2	2	2	1	0	residential 1/2 residential 1/2 residential
	S	Chestnut to Walnut	13	3	2	1	1	1	
	E	First to Second	20	0	0	0	0	0	
37	W	First to Second	21	1	2	1	1	1	
	N	Walnut to Ash	11	0	0	0	0	0	residential 1/2 residential
	S	Walnut to Ash	12	2	2	2	2	1	
	E	First to Second	14	2	2	1	2	2	
38	W	First to Second	10	1	1	1	0	1	
	N	Ash to Spruce	13	7	7	8	6	4	residential; apartment bldg generates added cars
	S	Ash to Spruce	13	3	3	3	3	2	
	E	First to Second	16	1	3	3	2	1	
	W	First to Second	14	0	0	0	0	0	

1. Overflow cars were also being parked on the adjacent bank property, using the drive-through lanes; the bank property was not included in our surveys.

Block	Inventory						Off-Street Occupancy				On-Street Occupancy									Total Occupancy	
	Off-Street		On-Street				Friday, July 10		Saturday, July 11		Friday, July 10				Saturday, July 11				Friday, July 10	Saturday, July 11	
	Public	Private	Unrestricted	Timed	Reserved	Residential Adjacent	Public	Private	Public	Private	Unrestricted	Timed/Reserved	Residential	Unrestricted	Timed/Reserved	Residential					
1	0	86	26	0	0	0	0	- 20 23%	0	- 22 26%	3 12%	0	- 0	2 8%	0	- 0	23 18%	24 19%			
2	0	52	22	22	1	0	8 15%	23 44%	0	- 20 38%	8 36%	9 39%	0	0	- 14 61%	0	48 43%	34 31%			
3	0	19	43	8	0	0	0	- 5 26%	0	- 1 5%	15 35%	4 50%	0	16 37%	2 25%	0	24 30%	19 24%			
4	0	24	11	0	0	0	0	- 10 42%	0	- 10 42%	2 18%	0	- 0	0	- 0	- 0	12 30%	10 25%			
5	0	80	28	0	0	0	0	- 32 40%	0	- 37 46%	4 14%	0	- 0	6 21%	0	- 0	36 29%	43 35%			
6	0	76	11	6	0	0	0	- 35 46%	0	- 15 20%	5 45%	4 67%	0	4 36%	3 50%	0	44 41%	22 21%			
7	0	4	14	8	0	0	0	- 0	0	- 2 50%	2 14%	1 13%	0	0	- 1 13%	0	3 10%	3 10%			
8	0	0	0	0	0	0	0	- 0	0	- 0	0	- 0	- 0	0	- 0	- 0	0	- 0			
9	0	67	45	10	0	0	0	- 14 21%	0	- 12 18%	4 9%	1 10%	0	9 20%	6 60%	0	19 14%	27 19%			
10	0	37	32	0	0	0	0	- 13 35%	0	- 5 14%	9 28%	0	- 0	3 9%	0	- 0	22 28%	8 10%			
11	42	138	35	0	1	0	28 16%	50 28%	7 4%	57 32%	16 46%	0	- 0	0	- 0	- 0	94 38%	64 26%			
12	53	0	4	12	1	0	33 62%	0	12 23%	0	0	- 3 23%	0	0	- 3 23%	0	36 45%	15 19%			
13	24	0	0	14	0	0	19 79%	0	7 29%	0	0	- 6 43%	0	0	- 5 36%	0	25 57%	12 28%			
14	33	60	15	30	0	0	12 13%	31 33%	5 5%	11 12%	7 47%	12 40%	0	4 27%	15 50%	0	62 39%	35 22%			
15	0	31	25	9	0	0	0	- 9 29%	0	- 2 6%	8 32%	3 33%	0	5 20%	3 33%	0	20 27%	10 13%			
16	0	35	27	0	4	0	0	- 17 49%	0	- 9 26%	0	- 0	- 0	0	- 0	- 0	17 23%	9 12%			
17	0	11	25	8	0	0	0	- 8 73%	0	- 7 64%	16 64%	2 25%	0	16 64%	2 25%	0	26 52%	25 50%			
18	0	0	23	0	0	0	0	- 0	0	- 0	6 26%	0	- 0	6 26%	0	- 0	6 23%	6 23%			
19	0	0	22	4	0	6	0	- 0	0	- 0	9 41%	4 100%	2 33%	8 36%	2 50%	3 50%	15 41%	13 35%			
20	0	0	6	8	0	18	0	- 0	0	- 0	0	- 5 63%	6 33%	0	- 0	- 3 17%	11 30%	3 8%			
21	17	20	7	14	0	0	4 11%	0	3 8%	0	1 14%	1 7%	0	0	- 0	- 0	6 9%	3 5%			
22	0	0	7	2	1	0	0	- 0	0	- 0	0	- 0	- 0	0	- 2 67%	0	0	- 2 17%			
23	0	30	12	5	1	0	0	- 15 50%	0	- 16 53%	1 8%	1 17%	0	0	- 1 17%	0	17 31%	17 31%			
24	0	39	15	23	1	0	0	- 14 36%	0	- 7 18%	6 40%	13 54%	0	0	- 10 42%	0	33 37%	17 19%			
25	0	0	19	20	0	0	0	- 0	0	- 0	8 42%	8 40%	0	1 5%	6 30%	0	16 36%	7 16%			
26	0	0	25	7	1	0	0	- 0	0	- 0	2 8%	2 25%	0	2 8%	2 25%	0	4 11%	4 11%			
27	0	3	28	0	0	0	0	- 2 67%	0	- 0	9 32%	0	- 0	9 32%	0	- 0	11 31%	9 25%			
28	0	30	28	0	0	0	0	- 7 23%	0	- 10 33%	2 7%	0	- 0	2 7%	0	- 0	9 14%	12 18%			
29	0	0	0	0	0	52	0	- 0	0	- 0	0	- 0	- 7 13%	0	- 0	- 5 10%	7 12%	5 8%			
30	0	0	0	0	0	51	0	- 0	0	- 0	0	- 0	- 6 12%	0	- 0	- 4 8%	6 10%	4 7%			
31	0	0	7	0	0	34	0	- 0	0	- 0	1 14%	0	- 3 9%	1 14%	0	- 5 15%	4 9%	6 13%			
32	0	8	0	0	0	33	0	- 4 50%	0	- 0	0	- 0	- 5 15%	0	- 0	- 5 15%	9 19%	5 11%			
33	24	0	15	5	0	0	1 4%	0	2 8%	0	5 33%	1 20%	0	4 27%	0	- 0	7 14%	6 12%			
34	35	45	60	0	0	0	14 18%	32 40%	5 6%	3 4%	31 52%	0	- 0	2 3%	0	- 0	77 48%	10 6%			
35	0	0	43	8	13	0	0	- 0	0	- 0	37 86%	20 95%	0	5 12%	1 5%	0	57 78%	6 8%			
36	0	0	36	0	0	33	0	- 0	0	- 0	12 33%	0	- 9 27%	3 8%	0	- 3 9%	21 27%	6 8%			
37	0	52	30	0	0	17	0	- 8 15%	0	- 4 8%	5 17%	0	- 0	2 7%	0	- 3 18%	13 11%	9 8%			
38	0	0	0	0	0	56	0	- 0	0	- 0	0	- 0	- 9 16%	0	- 0	- 13 23%	9 14%	13 20%			
Totals:	228	947	746	223	24	300	119 52%	349 37%	41 52%	250 37%	234 31%	100 40%	47 16%	110 15%	78 32%	44 15%	849 34%	523 21%			

Off-Street Inventory: 1175 Total On-Street Inventory: 1293

Parking Utilization Percentage by Block and Type





APPENDIX C: BUILD-OUT SUMMARY

			Future Land Uses		Total Area	Levels	Future land uses do not include existing uses. Building may be larger. Existing uses are in Notes, where applicable.
Building Name/Owner			LU 1	LU 2			
1	Franch Bldg	200-210 W Main St	18 apts	4 Commercial Units	18 ksf	2	Will the commercial occupy only and all of the first floor?
2	Jaffa Opera House	100 W Main Street	10300 gsf		20.6 ksf	2	Second floor is vacant and will need repair to be occupied
3	Raizon Building	300 W Main St	3450 gsf			2	Vacant for 3-4 years
4	Fox Theater	421-423 W Main St				6	Theater is in operation, but many areas are vacant and used as storage.
5	C&M Automotive	450-458 W Main St				2	2 levels. 1st in use by automotive supply; 2nd story unclear.
6	Skateland	424 W Main St	3400 gsf	4 du	6.8 ksf	2	1st floor seasonal. Second floor may or may not be occupied.
7	Rose Motors	438 W Main St	1700 gsf		1.7 ksf	1	Was used-car dealership, currently storage.
8	Corral Pawn Trading Post	114-118 E Main St	7000 gsf		14 ksf		1st floor commercial. Second floor unclear.
9	Masonic Temple	132-136 E Main St	16000 gsf		25 ksf	3	1st floor is set construction & storage for Colorado Repertory Theatre. Use of upper floors is unknown
10	Bloom Block Bldg	153-155 E Main St	4650 gsf		9.3 ksf	2	1st floor, commercial. 2nd flr unknown
11	Pioneer Motors	426 E Main St			19.5 ksf		owner wanted to relocate dealership. On hold due to economic conditions
12	Emeric Bldg (Mary Ann Apts)	231 E Main St	7500 gsf		15 ksf	2	Obtained permit for 2nd floor structural work.
13	Fourt Brothers Garage	137 W 1st St	6100 gsf				storage and parking for Trinidad housing authority.
14	Old Stone Trinidad Water Works	136 W Cedar St	3000 gsf				Offices for 2 chambers of commerce, and a gallery/museum for coal industry & area's original water delivery system.
15	Salbato Building	136 W Cedar St	8500 gsf				Currently used for wood shop and storage by owner. Building for sale
16	Old Convent	237 Church St	75000 gsf		75 ksf	3	Previously a school and convent, now used for storage by Holy Trinity Church
17	Sabastiani Gym & Soccer Fields	230 N Animas St	14000 gsf		14 ksf	1	Special events, and soccer field used in the spring.
18	David H Construction	500 W Main	4 du	1 Commercial Units			Commercial space occupied by Star Nails
19	David H Construction	502 W Main	3 du	1 Commercial Units			Commercial space occupied by Mountain Creek Home Health Care
20	David H Construction	510 W Main	1 du	1 Commercial Units			Commercial space occupied by Jean's Cut & Curl
21	David H Construction	110 Santa Fe Trail	11 du	1 Commercial Units			
22	White Construction Group	219 N Commercial St			5640 sf	2	WCG intends primarily live/work space. City has encouraged, and owner was receptive to creating
23	White Construction Group	231-245 N Commercial			2381 sf	2	destination space in bldg on Convent.
24	White Construction Group	236 N Convent			22850 sf	4	
25	White Construction Group	315-319 W Main			10000 sf	2	
26	Bank of the West	125-137 N Commercial			12336 sf		Owner wants to vacate 125 Comm. Bldg & consolidate at
27	Bank of the West	213 N Commercial			9500 sf		213 Commercial
28	City of Trinidad	127 E Plum St	5148 sf				Currently used as office & storage. Future Office?
29	Southern Colorado Repertory Theater	218 W Main St					SCRT is considering leasing this space.
30	Columbian Hotel	111 N Commercial	12500 sf		38000 sf	3	Bottom floor occupied by commercial uses. City encouraging hotel @ top two floors, owner initially considering residential.
31	Mason Candy Building	401 Market St					Phase 1 EA completed, not shared with city.
32	Jerry Mack Corporation	328 Mill St					size unknown, building burnt, unoccupied.
33	Massood Sean	331-335 W Main St					Has been under repair for years, plans unknown
34	Dave Barrack	115 Elm St					Former truck repair facility, moved from downtown, owner encouraged to rent to commercial use
35	Schneider Brewery	204-243 N Convent St	24 DU	30000 ksf commercial	60000 ksf		22 shops, 24 residences

**Proposed residential density may exceed current City standards. Additional City approvals may be required.



APPENDIX D: CITY CODE RECOMMENDATIONS

PARKING CODE RECOMMENDATIONS

CITY OF TRINIDAD



ZONING CODE

This section highlights the recommended adjustments to the current parking codes for the City of Trinidad that we believe could effectively support the following objective:

"The purpose of this Section is to prevent or alleviate the congestion of public streets, to minimize any detrimental effects of parking and loading areas on adjacent properties, to enhance parking areas with landscape elements, and to promote the safety and welfare of the public."

We make the following code recommendations based in part on our previous observations of parking conditions within the City, an initial overview of the City's code, Walker's research regarding parking demand, and city code requirements that we have seen to be effective in other similar municipalities. Many of these ratios are endorsed by the Parking Consultants Council (PCC) and the National Parking Association (NPA).

RESIDENTIAL

Table 1 highlights Walker's recommended parking requirements for residential land uses.

Table 1: Walker Recommended Residential Parking

Use	Walker Recommended
Single Family Dwellings	< 2,000 sq ft: 1/dwelling unit; 2000 to 3000 sq ft: 2/dwelling unit; over 3000 square feet: 3/dwelling unit
Multi-Family Dwellings	
Rental	1.0/dwelling unit for efficiency units; 1.5/du for the first bedroom in units with one more bedrooms, plus 0.25 space for each additional bedroom*
Owned	1.0/dwelling unit for efficiency units; 1.75/du for the first bedroom in units with one more bedrooms, plus 0.25 space for each additional bedroom*
* The base ratio should include 0.15 space per unit for visitors	

Source: Walker Parking Consultants, 2009

Table 2 highlights Walker's recommended parking ratios for other types of residences.

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Table 2: Walker Recommended Ratio - Other Residential

Use	Walker Recommended
Accessory Dwelling	Add 1/ accessory dwelling unit
Sleeping Rooms	1/ Unit or Room plus 2 for owners/managers
Elderly Housing	0.5/Dwelling Unit
Congregate Care/Assisted Living	0.35/Dwelling Unit
Group, Convalescent and Nursing Home	0.5/bed

Source: Walker Parking Consultants, 2009

CONVENTION, RECREATION AND ENTERTAINMENT

In addition to residential parking ratios, Walker has also provided recommended ratios for a number of other uses. Entertainment uses are one of the most complex land uses for which to provide parking. As Table 3 outlines, our recommendations vary based on underlying land use, size and type of venue. If a large convention, cinema, or theatre is going into an area with dense nearby land uses, we recommend an independent parking study to help evaluate peak parking demand and impact on nearby uses to best determine parking requirements.

Table 3: Recommended Ratios – Convention, Recreation and Entertainment

Use	Walker Recommended
Convention Centers, Meeting/Banquet Facilities, not within a hotel or in a hotel but exceeding 100 sq ft/sleeping room	up to 25,000 sq ft: 30/1,000 sq ft GFA; scaled between 25,000 and 50,000 sq ft; 50,000 sq ft: 20/1,000 sq ft GFA; scaled between 50,000 sq ft and 100,000 sq ft; 100,000 sq ft: 10/1,000 sq ft GFA; scaled between 100,000 and 250,000 sq ft; 250,000 or more sq ft GFA: 6/1,000 sq ft GFA
Health Club	7.0/1,000 sq ft GFA
Cinemas	Single Screen: 0.5/seat; 2 to 5 screens: 0.33/seat; 5 to 10 screens: 0.3/seat; over 10 screens: 0.27/seat
Theatres (live performance), churches and religious centers	0.4/seat

Source: Walker Parking Consultants, 2009

RETAIL SERVICES

There are many retail and boutique stores that can be divided into a variety of sub-uses and ratios. Trinidad has a variety of retail uses ranging from small shops and restaurants in the downtown to larger shopping centers located elsewhere in the City.

Our research has shown that most retail generates parking at rates similar to Trinidad's existing code. Our ratios in Table 4, while broad, contain some uses that are not present in the existing code. We recommend that the City implement these uses and parking ratios into their code. We have found these

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uses and ratios to be consistent and effective in supplying adequate parking at sites throughout the country.

Table 4: Recommended Ratios – Retail Services

Use	Walker Recommended
General and Convenience Retail [†]	2.75/1,000 sq ft GFA
Grocery Stores [†]	6.75/1,000 sq ft GFA
Heavy/Hard Goods Retail [†]	2.5/1,000 sq ft GFA, including outdoor sales areas
Discount Superstores [†]	5.5/1,000 sq ft GFA, including outdoor sales areas
Specialty Superstores [†]	4.5/1,000 sq ft GFA, including outdoor sales areas
Shopping Centers not more than 10% GLA in non-retail sales and services uses as defined herein	4.0/ 1,000 GLA up to 400,000 sq ft GLA; scaled between 400,000 to 600,000 sq ft GLA; 4.5/1,000 sq ft of GLA over 600,000
Shopping Centers more than 10% GLA in non-retail sales and services uses as defined herein	To be established based on a shared parking study prepared specifically for the subject property
[†] Not in shopping center	

Source: Walker Parking Consultants, 2009

RESTAURANTS AND CLUBS

Walker has conducted numerous surveys on stand-alone restaurants and we have found them to be significant generators of parking demand. Our 85th percentile demand ratio for restaurants that serve alcohol is approximately 20 spaces per 1,000 square feet of gross floor area (GFA) or approximately one space per 50 square feet. In busy areas with other restaurants or land uses nearby, an independent parking study that incorporates surrounding land uses, mode-split, and driving alternatives¹ may be useful to appropriately determine the amount of parking required. Often, restaurant space is a complimentary use to many other downtown uses such as office, residential, or daytime retail. In this case, the entire parking requirement of 20/1,000 may not be needed if other parking resources are available for shared use.

Table 5: Recommended Ratios – Restaurants and Clubs

Use	Walker Recommended
Fine/Casual Dining (with Bar)	20/1,000 sq ft GFA
Family Restaurant (without Bar)	15/1,000 sq ft GFA
Fast Food	15/1,000 sq ft GFA
Night Clubs	19/1,000 sq ft GFA

Source: Walker Parking Consultants, 2009

¹ We emphasize that in this case, driving alternatives would likely be considered as an option for employees as opposed to establishment patrons.

OFFICE AND BUSINESS SERVICES

Table 6 shows Walker's recommended ratios for office and business services. These ratios are once again fairly broad, and consider gross floor area when establishing ratios, allowing greater flexibility and encompassing a range of office-related land uses. Likewise, Walker's scale can be used as a guideline to develop code and does not need to be as generalized as it appears in our tables. The City, if it chooses, can develop more restrictive guidelines that encompass how future development will be built or how redevelopment can be altered. It should be noted that, as Donald Shoup points in his book, *"The High Cost of Free Parking,"* a parking space in an office lot typically requires approximately 320 square feet of parking area including ingress/egress per vehicle. If minimum parking requirements mandate 1 space per 250 square feet of building gross floor area, we are ensuring that vehicles have more space than the people using the building.

Table 6: Recommended Ratios – Office and Business Services

Use	Walker Recommended
General Business Offices	3.8/1,000 sq ft GFA up to 25,000 sq ft; scaled between 25,000 to 100,000; 3.4/1,000 sq ft GFA for 100,000; scaled between 100,000 and 500,000 sq ft; 2.8/1,000 sq ft GFA over 500,000 sq ft
Consumer Services Offices	4.6/1,000 sq ft GFA
Data Processing/ Telemarketing/ Operations Offices	6/1,000 sq ft GFA
Medical Offices (not part of hospital)	4.5/1,000 sq ft GFA
Medical Offices (on hospital campus)	4/1,000 sq ft GFA
Governmental	To be established based on a study of parking needs prepared specifically for the subject property

Source: Walker Parking Consultants, 2009

CONSIDERATIONS FOR INDUSTRIAL/STORAGE/WAREHOUSE

The final land use category that we have included in this section is related to Industrial, Storage, and Warehouse uses. Table 7 highlights our recommended ratios for use when evaluating parking demand for industrial, storage, or warehouse uses.

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Table 7: Recommended Ratios – Industrial/Storage/Warehouse

Use	Walker Recommended
Industrial/Manufacturing	1.85/1,000 sq ft GFA plus required parking spaces for office, sales or similar use where those uses exceed 10% GFA
Storage/Wholesale	0.67/1,000 sq ft GFA
Mini-Warehouse	1.75/100 units

Source: Walker Parking Consultants, 2009

REDUCTIONS IN STAND-ALONE PARKING REQUIREMENTS

As mentioned earlier, parking requirements such as those discussed in the preceding section are generally used for stand-alone uses. They typically do not take into account factors that may reduce the demand for parking, such as shared parking or the availability of alternatives to single-occupant driving.

In addition, overbuilding parking can reduce the “draw” of an area by reducing the amount of land uses that attract visitors and residents in favor of land devoted to vehicle storage. In this way, overly large parking facilities can negatively impact neighborhoods that are not completely dependant on single occupancy vehicles to access the area. Some redevelopment areas also seek to recreate this pedestrian-friendly environment to encourage independent restaurants, retail, and business to their commercial areas. Part of the attraction of these neighborhoods may be the product of the density of land uses and the attractive pedestrian environment that result from the ability of people to walk from one destination to another. Finally, too much parking can result in significant additional costs to business owners as well as the City and its residents and discourage desirable land uses from locating in a given area.

For these reasons, we now look at factors and policies that may allow for a reduction in minimum parking requirements discussed and recommended above. It should be noted, however, that in many cases proper on-street parking management policies should be implemented in order to maximize the efficiency of the following off-street parking zoning measures.

SHARED PARKING – A PRIMER

While the City of Trinidad current does provide an allowance for shared parking, we believe that it is a valuable to help encourage more mixed use development in downtown or redevelopment areas and should be used to a greater extent throughout the city. Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

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The key goal of shared parking is to minimize the tendency to overbuild parking that tends to result when each land use in an area builds parking to accommodate its own peak demand.

There are typically three ways in which shared parking can be required per a City code: 1) the City can require that a shared parking study be performed for land uses eligible for shared parking 2) the City's planners can perform their own shared parking analysis using the Urban Land Institute's (ULI) shared parking model, or 3) a specific shared parking requirement or basic shared parking model can be included in the code. The shared parking section of the City of Pasadena's code, included later in this section as an example, incorporates something from each of these methods.

Shared parking helps to preserve older commercial districts by allowing for more land to be devoted to productive uses; in this way it improves the pedestrian friendliness and aesthetic of these areas. At the same time, sharing parking generally reduces the project costs for the businesses that share parking, often substantially.

In areas where there are existing land uses that may benefit from shared parking, we recommend that the City work with the existing land owners to facilitate shared parking agreements if land owners are unable to create such agreements themselves. For example, if a restaurant is located next to a bank, the restaurant could reduce the amount of parking that it is required to provide by using the bank's parking in the evenings after 6:00 PM and on the weekends. The bank may not want to agree to this without some liability indemnity and formal shared operating arrangement with the restaurant. If the restaurant cannot secure this type of liability insurance, the City could help obtain the liability indemnity on behalf of the restaurant. If successful, this type of shared use parking would more efficiently use the existing supply while saving the restaurant money and provide an additional revenue stream to the bank. The City could also encourage private lot owners to open their facilities to the public during off-peak hours to provide additional parking for restaurants or clubs that have a higher parking occupancy demand in the evenings and weekends when banks, offices, and retail businesses are not typically operating.

The codification of such efforts is not common, but is increasing, as we will briefly describe in the case of one Los Angeles neighborhood commercial district when we discuss in lieu fees later in this letter report.

SAMPLE SHARED PARKING ZONING CODE (CITY OF PASADENA)

The City of Pasadena has language in its current municipal zoning code that outlines how shared parking requirements work. The following section is from the City of Pasadena. We suggest that such language is useful in the codification of shared parking into the City's code.

City of Pasadena Zoning Code – Shared Parking

17.61.050 – Shared Parking

1. *Requirements for sharing spaces. For any site where the hours of operation allow the shared use of parking spaces to occur without conflict, the number of parking spaces required may be reduced in compliance with this Section.*
 1. *Minor Conditional Use Permit required. A Minor Conditional Use Permit, in compliance with Section 17.61.050 shall be required for the sharing of parking and/or loading*

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- spaces. The Minor Conditional Use Permit shall apply to each and every property subject to the shared parking and/or loading arrangement.
2. Allowable walking distances for shared parking. The Zoning Administrator shall ensure that the shared parking arrangement provides that all of the required number of parking spaces are within the maximum walking distances identified in Section 17.46.020, Table 4-4 (Maximum Distances for Off Site Parking) of the use served, measured from the nearest corner of the parking facility to the entrance of the use served via the shortest pedestrian route.
 3. Contract required.
 - a. The Minor Conditional Use Permit shall contain a condition requiring that the applicant submit a signed contract between the applicant and the other property owner(s) providing the off-street parking spaces subject to the shared parking arrangement.
 - b. The contract shall be subject to the approval of the Zoning Administrator.
 - c. The contract shall also be subject to review by the City Attorney, as to form and content.
 4. Parking study. The Zoning Administrator may require the applicant to submit a parking study, prepared by a person/firm experienced in preparing parking plans, to assist the Zoning Administrator in determining the appropriate shared parking reduction.
 5. Urban Land Institute methodology. The Zoning Administrator may utilize the Urban Land Institute's (ULI) Shared Parking methodology as a guide in reviewing the shared parking proposal submitted by the applicant, and in approving the required Minor Conditional Use Permit.
 6. Location of shared parking spaces. Shared parking spaces shall only be located in a zoning district in which the uses that are the subject of the Minor Conditional Use Permit application are an allowed use.
 7. Shared loading spaces. Loading spaces may also be shared in compliance with this Section. However, the loading spaces shall only be shared if located on an adjoining lot.
2. Findings. In addition to the Minor Conditional Use Permit findings identified in Section 17.61.050, the following findings shall be made:
1. The spaces to be provided would be available as long as the uses requiring the spaces lawfully exist; and
 2. The quality and efficiency of the parking or loading utilization would equal or exceed the level that is otherwise required.

Source: City of Pasadena, Zoning Code, Article 4, Chapter 17.46.050



APPENDIX E: PARKING CITATIONS BEST PRACTICES

PARKING CITATIONS BEST PRACTICES

The following sections contain a series of links and examples of best practices employed in other municipalities regarding parking citations. For the City of Trinidad, some of the following could be adopted. As mentioned in the body of the report, Walker typically recommends a graded fine schedule. Early payment discounts also seem to be an effective option in many municipalities.

ILLEGAL PARKING IN AN ACCESSIBLE SPACE

The City of Austin, Texas charges \$300 for illegal parking in an accessible (handicap) space. This fine is \$250 if paid no later than the 20th calendar day after the citation was issued or the hearing date shown on the citation. <http://www.ci.austin.tx.us/news/02/handicapfee.htm>

DISCOUNT FOR EARLY PAYMENT OF PARKING CITATION

The next group of links are examples of cities that provide a discount if the parking citation is paid early. This is very popular in Canada.

- Phoenix, Arizona. If payment for the offense is received by the City of Phoenix Finance Department within 21 calendar days from the date of the violation, a \$15 discount is allowed. <http://www.ci.phoenix.az.us/COURT/parking.html>
- Minnesota State University Mankato. "Early bird" discount is available on \$15 citations if paid within 7 days. Citations which are being appealed are not eligible. <http://www.mnsu.edu/parking/tips.html>
- Halifax, Nova Scotia. Halifax accepts the current early payment fine of \$20 if the meter violation is paid within 7 days of issue. After the seven days the fine amount is \$25. http://www.halifax.ca/revenue/genrev/parking_tickets.html
- Kingston, Ontario. A \$5 discount is offered on all parking tickets paid within seven days of issuance. The fine for overtime parking in Kingston is \$15 if paid within 8-49 days, \$31 if paid within 50-119 days, and \$51 beyond 120 days. At 120 days, fines are eligible to be sent to the Ministry of Transportation for collection. Failure to pay fines will result in denial of your license plate renewal. <http://www.cityofkingston.ca/residents/transportation/parking/fines.asp>
- Calgary, Alberta. A \$10 discount is offered for an parking overtime or an expired meter citation under the early payment incentive program if the citation is paid within 21 days. https://www.calgaryparking.com/New_fines.php3
- Richmond, British Columbia. <http://www.richmond.ca/safety/parking/tickets/penalty.htm>

PARKING CITATIONS BEST PRACTICES

MUNICIPAL PARKING SYSTEMS



	Early Payment (1 TO 28 DAYS)	Penalty (29 TO 60 DAYS)	Late Penalty (61 DAYS OR MORE)
Level I Penalty	\$ 25.00	\$ 40.00	\$ 65.00
Level II Penalty	35.00	60.00	85.00
Level III Penalty	55.00	100.00	125.00

- Firestone, Colorado. Parking tickets are to be paid 20 days after the summons is issued. They can either be mailed or paid at the court/police department window. If the summons is not paid by the due date, a \$15 late charge will be added to the summons.
<http://www.ci.firestone.co.us/new-web-6-21-08/Blue/whats-new/wnp-Municipal%20Court.htm>
- Aurora, Illinois. <http://www.aurora-il.org/mvps/fines.php>

Fine Schedule	First Violation*	2nd - 5th Violations*	6 or more Violations*
Initial	warning/no fine	\$ 5.00	\$ 20.00
Late Payment	n/a	15.00	40.00
After 1st Hearing	n/a	55.00	80.00
After 2nd Hearing	n/a	95.00	120.00

- University of Alaska, Fairbanks. The \$10.00 early payment discount remains available during the appeal process. However, if the appeal is denied, payments not made within 14 calendar days of issuance of the decision, or in accordance with an approved payment plan are delinquent and the discount expires. The early pay discount does not apply to tow charges.
<http://www.uaf.edu/fs/pmanualsection7.html>

PARKING CITATIONS

The next four links provide parking violations for the cities of New York, Baltimore, San Francisco, and Philadelphia.

http://www.nyc.gov/html/dof/html/parking/park_tickets_violations.shtml

<http://cityservices.baltimorecity.gov/parkingfines/>

<http://www.sfmta.com/cms/penf/13441.html>

http://www.philapark.org/aboutPPA/laws_enforcements/schedule_violations.aspx

The following table summarizes some of the more common parking violations charges in these cities:

Selected Parking Violation	Manhattan Below 96th St.	Other NYC	Phila- delphia	Baltimore	Dwtn. San Francisco
Overtime parking	\$ 65.00	\$ 60.00	\$ 26.00	\$ 27.00	\$ 60.00
Expired meter	65.00	35.00	26.00	23.00	60.00
Illegal parking in an accessible space	180.00	180.00	301.00	200.00	275.00